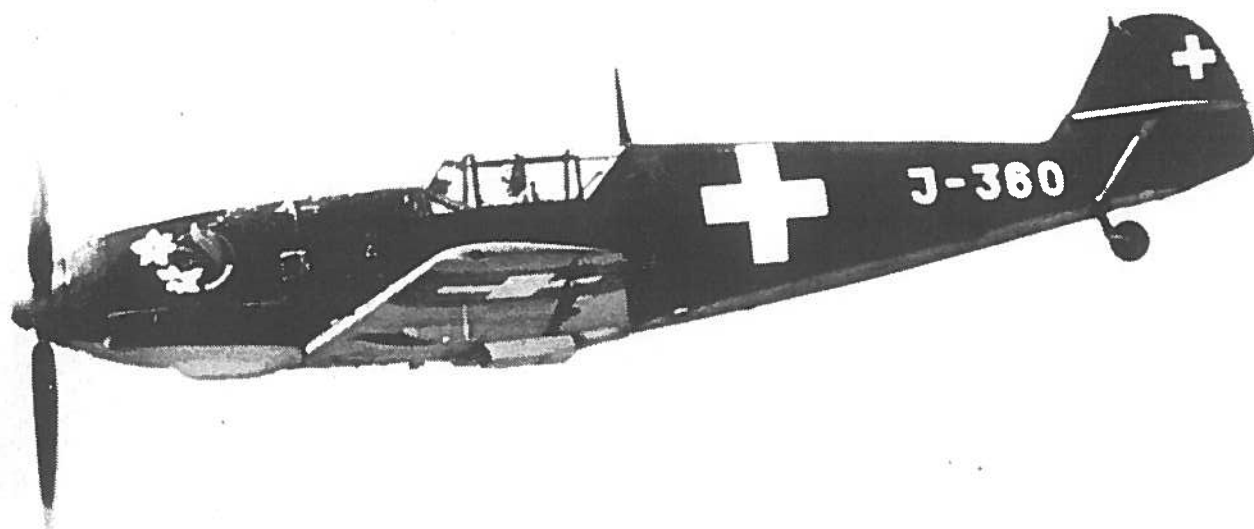


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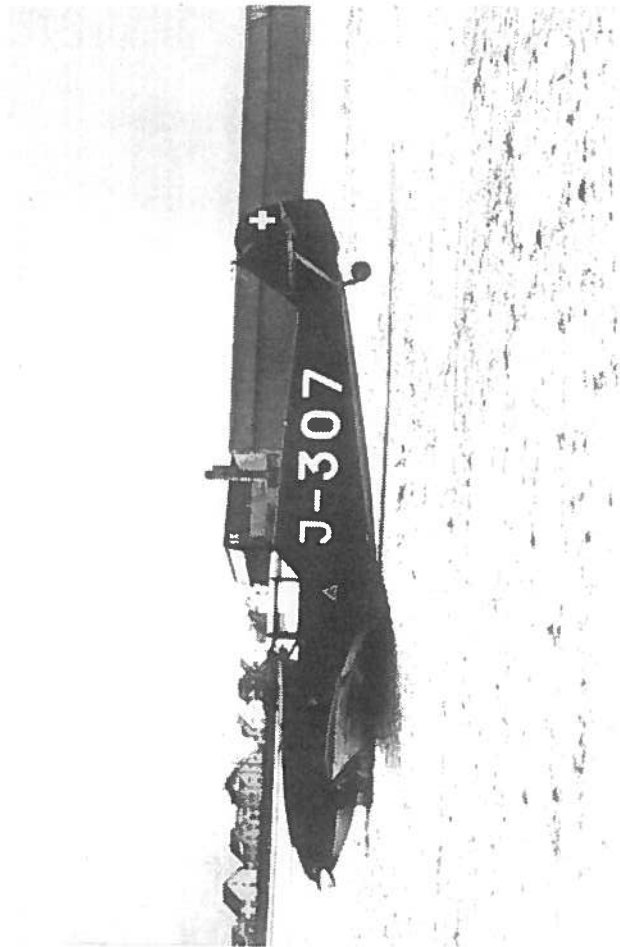
vol 13 no 1 (49)

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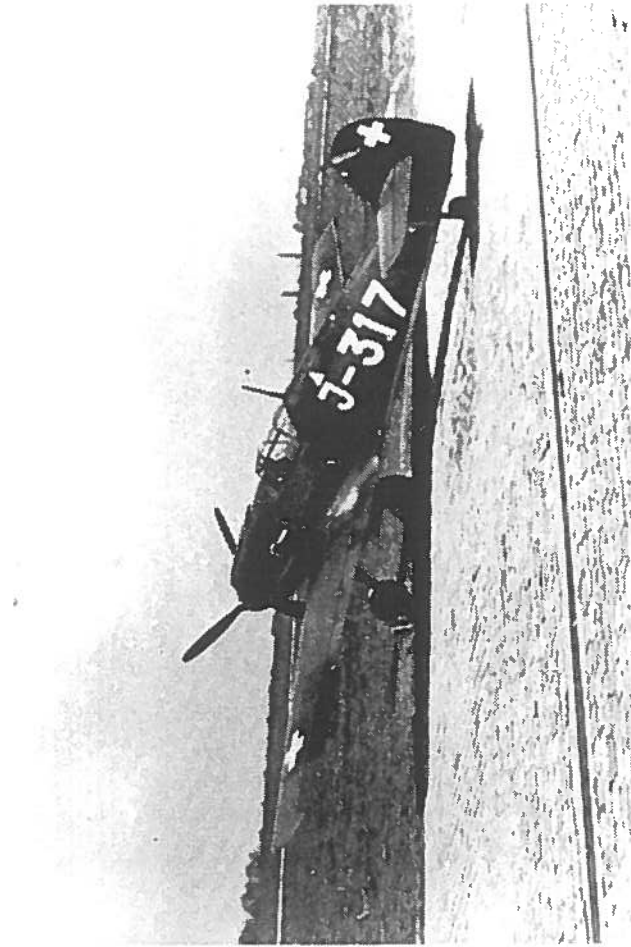


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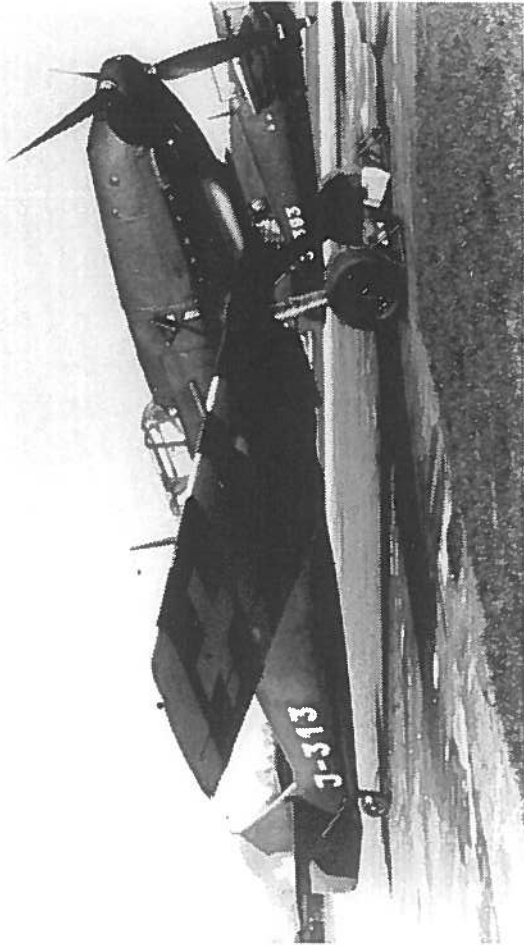


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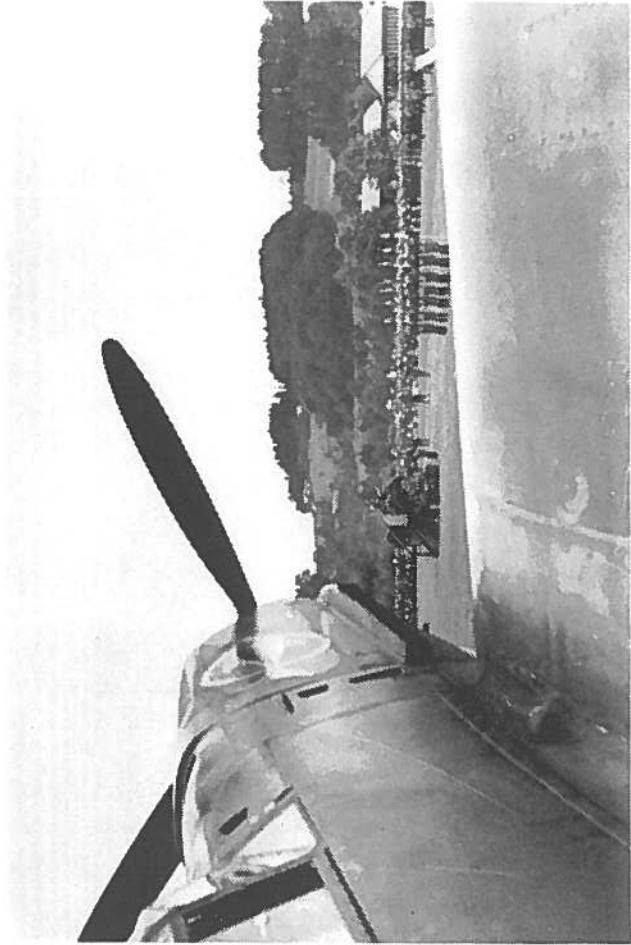


(Captions on page 9)

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching the history of aviation on all aspects of aviation, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material.

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COVER COMMENTS: Swiss Bf-109 with rare personal markings. (Photo via Phillippe Osche.) See article on Swiss Bf-109 beginning on page 6.

TAIL PIECE: D. Y. Louie's sketches of MiG-28 Fulcrum appear on page 32. D. Y. also writes: "As an ongoing research project, I am compiling information on the markings and camouflage of Chinese Air Force aircraft as well as CAF history from 1909 to the present. Any inputs from fellow SAFCH members will be greatly appreciated."

D. Y. Louie (SAFCH #544), 6705 Hayhurst St., Worthington, OH 43085.

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AUSTRALIA

AUSTRALIAN PLASTIC MODELLER'S ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues airmail A\$ 18.00).

Last issue received: 1/88

AUSTRIA

OFH NACHRICHTEN (Oesterreichische Flugzeug Historiker, Kannwegasse 1/15, A-1150, Wien).

3/88 (26 pages) "De Havilland DH-104 Dove" 8 pages including 3 photos and 1/72-scale drawings. "Oesterreichs Luftstreitkräfte im Jahre 1939" 4 pages including 11 side-view drawings (Hansa-Brandenburg C-IU, Steir, Hopfner Hs-8/29, Fiat CR-20bis, Udet U-12 Flamingo, Fiat CR-32, Raab-Katzenstein RK-26a, AVRO 626, Messerschmitt Bf-108b, Udet U-128, & Focke-Wulf FW 56).

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-1200 Deurne/Antwerp; 4 issues for US\$ 13.00, add \$3.00 for airmail, no personal checks accepted).

#70 Summer 1988 (48 pages) "Blue Falcon" 11 pages including one color photos, 8 b&w photos, 2 pages of 1/72-scale drawing, 4 pages of 1/48-scale drawing, & color chip of BAF F-16 in special scheme for the 45th anniversary of 349 Sq. "Hawker Siddeley HS-748 in BAF" 7 pages including 8 photos and 1/72-scale drawings. "Spitfire Mk XIV - A Conversion" 6 pages including 1/72-scale drawings and details in 1/32 scale. "The Belgium Air Force in Plastic Kits" a 2-page table of all aircraft used by the BAF listing available kits. [Editor's note: It would have been better if the list had included another column listing the issue of 'Kit' in which each aircraft is covered. I hope the editors will do this, and then they can plan to fill in the blanks (e.g. the RSV 32/90 - 110) with future issues.]

BRAZIL

EM ESCALA (IPMS Brazil, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ. Subscription is \$7.00, but they prefer to receive kits or accessories. Send material to Antonio Pereira Linhares at the above address.)

14/3 (20 pages) "EMB-110 Bandeirante" 7 pages.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$16.00 in US \$18.00 elsewhere).

Last issue received 3/19

DENMARK

NYT (IPMS Denmark, c/o Kai Willadsen, Kastellet 54/322 Kobenhavn O (01) 12 94 51; 4 issues for 90 Dkr surface, 100 Dkr airmail).

#41 (30 pages) "Fokker D-XXIII" 2 pages including 1/69-scale drawings. "De Danske SAAB B-17 Fly" 2 pages including drawings of color scheme.

ENGLAND

MAGAZINE (Neil Robertson, 16 Green St., Greasbrough, Rotherham, South Yorkshire, S61 4EF, 6 issues for £12.00. US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; \$22.00)

4/88 (32 pages) "The GAF Canberra Mk.20 Cartographic Survey Aircraft" 5 pages including 1/72-scale drawings and sketches of conversions. "'Nautical Bats' The De Havilland Vampire in RAN Service" 2 pages including 3

side-view drawings. "Woomera's Meteors" 5 pages including 8 side-view drawings. "Post-War Avengers" 2 pages including 6 side-view drawings (French, Dutch, Canadian, & FAA). Also, a 16-page Product Review Supplement.

5/88 (44 pages) 24th Anniversary Special with articles reprinted from various IPMS magazines. "Norway's He 115N" 2 pages including 4 side-view drawings. "SAAB Fortress" one page of drawings. "30th Anniversary G-91" 3 pages including one color photo and 3-view drawing. "Danish Hawker Nimrod" a one-page 4-view drawing. "Canadian CF-5 Aggressor" a one-page 4-view drawing. "Dutch Spitfire trainer" a one-page 3-view drawing. "MiG 21 bis in Finnish Service" 2 pages with 5 side-view drawings. "Belgium Meteor F.8" 2 pages with 5-view drawing.

PLASTIC KIT CONSTRUCTOR (PKC, 22 Slayleigh Ave., Sheffield S10 3RB, South Yorkshire; USA: J.J. Daileida, 4314 West 238th St., Torrance, CA 90505; 4 issues \$18.00).

#17 Nov 88 (40 pages) "Plans in Scale No. 1: Bristol 170 Mk21" 8 page insert including 3 photos, 5 side-view drawings (Pakistan, Argentina, & Canada), 1/144-scale drawings, and a page of sketches. "Variation of a Theme: Avia S-199 'Mezec'" a one-page 1/48-scale drawing.

WINDSOCK (10 Long View, Chiltern Park Estate, Berkhamsted, Herts., HP4 1BY. Four issues per year; overseas £15.00; USA/Canada US from J.J. Daileida, 4314 West 238th St., Torrance, CA 90505)

Winter 1988 4/4 (40 pages) "Little Jewel Fokker" 12 pages including 23 photos and a 1/72-scale drawing. "Archive" one page with 3 photos of Imperial Russian aircraft. "Fabric" one page with 3 color chips for French 5-tone camouflage. "Udet's Fokker D.VII Fighters" 8 pages including 2 photos, three 3-view drawings, and a color side-view drawing.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 4 issues \$20.00, add \$1.00 for airmail and \$1.50 for cashing personal check).

#65 (20 pages) "Mi-8" 5 pages including 1/72-scale drawings (Finnish Frontier Guard 'OH-HVA'), sketches, and 6 photos. "Bu-131B" 2 pages including review of Huma kit and 4 photos of 'OH-SIL'.

#66 (20 pages) "Bf-109G-2" 11 pages including 7 photos; 11 side-, 3-top, & one bottom-view drawings; and port- & starboard-view 1/72-scale drawings. "1/72 Aircraft Models of Finnish Air Force" one-page list.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS France, 73 rue Alexandre Dumas, 75020 Paris; 4 issues 60 FF surface, 80 FF air, back issues 12 FF, "La Lettre de l'IPMS" 25 FF).

#33 (48 pages) "Gloster Meteor" 5 pages including 5 photos and scale drawings of differences between versions. "Falcon 10" 7 pages including 8 photos and 1/72-scale drawings. "Les Maquettes en 'Scratch'" 4 pages on scratch building. (Editor's note: This is a great article; would one of our French-speaking members like to do a translation for the SAFO?)

GERMANY

MITTEILUNGEN (IPMS Germany, Bergengruenstrass 5-7, D-1000 Berlin 38; 12 issues DM 60.00 Europe, DM 65.00 USA, DM 70.00 Japan, DM

75.00 Australia).

5/88 (40 pages) "Die Polnische Antra Ansal" 2 pages including side-view drawing of color scheme.

6/88 (30 pages) "Der Sowjetische Schneeschlitten NKL-26" 5 pages on Soviet "skimobile" including scale 4-view drawing.

ITALY

AEROFAN (Gioglio Apostolo, via Ampere 49, 20131 Milano; 4 issues L 40.000).

3/88 (32 pages + 2-page summary in English) "Vintage Amphibian on Lake Como" 5 pages including 10 color photos and 3-view drawing of restored SIAI S-56. "Civitate Camuno: A WWI Airfield" 4 pages including 10 photos. "CANT Airone in northern Europe" 2 pages including 2 photos, 3 maps, and side-view drawings of Polish Z.506B. "Fiat CR-20: Part 2" 8 pages including 5 photos of aircraft, 9 photos of details, 3 pages of 1/48- and 1/72-scale drawings. "First Italian Ambulance Planes" 5 pages including 9 photos and 4 drawings.

4/88 (32 pages + 2-page summary in English) "The Campini Caproni Jet" 6 pages including 10 photos. "Magni Vale" 7 pages including 9 photos and 1/48- and 1/72-scale drawings of one of the most attractive aircraft of all time. "Stefanutti: Panorama Fotografico" 3 pages with 10 photos of the Freccia and Sagittario. "An Unlucky Flight in Cyrenaica, 1923" 2 pages including 3 photos of General's Bongiovanni's Ca-3 bomber.

IL NOTIZIARIO (IPMS Italy, CP 182, 41100 Modena Ferrovia; 4 issues 24,000 Italian Lira in Europe or \$18.00 overseas).

8/88 (32 pages) "F7F-3 Tigercat" 4 pages including 2 photos and 1/72-scale drawings. "Fokker DR.I" 5 pages including 6 photos. "MiG-29 Fulcrum" 2 pages. "L'Italia in Guerra" 4 pages with 11 photos of early Italian tanks.

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

9/88 (100 pages) Photos: Pakistan A-5 Fantan '116' (color) and Jordan CASA C-101 '1163' (color). "Mirage 5/50" 9 pages including 4 color photos (Venezuela, Pakistan, Belgium, & Libya), cut-a-way drawings, and small 3-view drawing. "Fort Worth" 5 pages including 10 color photos of F-16 (Dutch, Pakistan, Egypt, & Turkey). "Farnborough Memories" 5 pages including 7 photos.

10/88 (100 pages) "Italians over the Baltic" 5 pages including 4 photos of Sm.81 flown by an Italian unit on the Eastern Front.

NORWAY

LIMTUBEN (IPMS-Norway, PO Box 70, N-2831 Raufoss)

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ROMANIA

MODELISM TEHNIIUM (Rompresfilatelia, PO Box 12-201, Bucuresti, Calea Grivitei 64-66, ROMANIA; one year - 4 issues - \$10.00.)

3/88 (32 pages) "Romanian Pioneers" 10 pages including numerous photos & sketches, and full-page scale drawings of the Aurel Vlaicu 11 of 1913, the Ion Paulat hydroplane, and the Henri Coanda 1911 (world's first turbojet). "Romanian Army WWI Observation Aerostats" 6 pages including detailed scale drawings of 'Balonul Captiv de Observatie Sistem Siegsfield-Parceval 1916' with balloon, basket, and ground equipment. "Rafale" a 2-page scale

drawing.

SINGAPORE

SCALE PLASTIKS (Plastic Modellers Society Singapore, 32 Mangis Rd., Singapore 1542.)

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SOUTH AFRICA

AIR AFRICANA (Aviation Society of Africa, PO Box 316, Mellville, 2109)

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SWITZERLAND

VIRUS PLASTICUS (IPMS-Switzerland, c/o Mathias Weichelt, Zelgstrass 27, 3027 Bern; 4 issues 35 SFr)

3/88 (24 pages) "Grumman S-2 tracker" 9 pages including 2 photos and 9 side-view drawings of USN aircraft. "Junkers D.I (J.9)" 2 pages in including drawing of color scheme.

USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues \$ 20.00).

#122 Dec. '88 (114 pages) "Submarine Aircraft" small 3-view drawing and 2 photos of Casper U1/U/2. "USA O-1 & XB-1A" 3-view drawings of Liberty-powered Bristol F2B and side-view of XB-1A. "Archiv" long-lost page two of Fokker-Typen list (V-I to V-25) found. "The Russian Civil Aircraft Museum" 3 pages including 8 photos. "Budapest Museum" 2 pages including 7 photos. "Colors & Markings" 3 pages including 6 photos of Curtiss N-9 and 9 photos of unusually-marked American Nieuports.

SKYWAYS (World War I Aeroplanes, 15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$ 20.00)

#8 Oct. 1988 (76 pages) "U.S. Fighter Sights between the Wars" 17 pages including 29 photos and 3 pages of drawings. "Caproni Ca-113" 3 pages including 4 photos and sketches. "More on Hawks" 4 pages including 3 photos and a 2-page 1/48-scale drawing of Curtiss XP-3A. "RAF FAA 1935-36" 3 pages of 10 photos. "Old Orchard Beach: Roma" 5 pages including 4 photos. "Chronology Highlights 1934-1935" 4 pages including 4 photos. "Loening Navy Planes" 5 pages of 14 photos. "Douglas O-38" 4 pages including 2 photos of aircraft and 2 photos of cockpit interior.

OVER THE FRONT (League of the World War I Aviation Historians, PO Box 260327, Plano, TX 75026; 4 issues \$25.00 in US, overseas rates by request.)

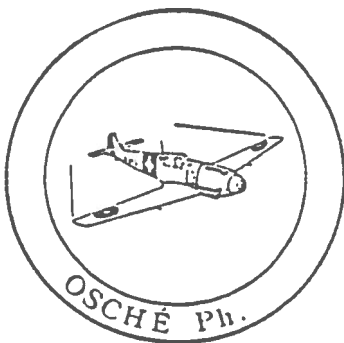
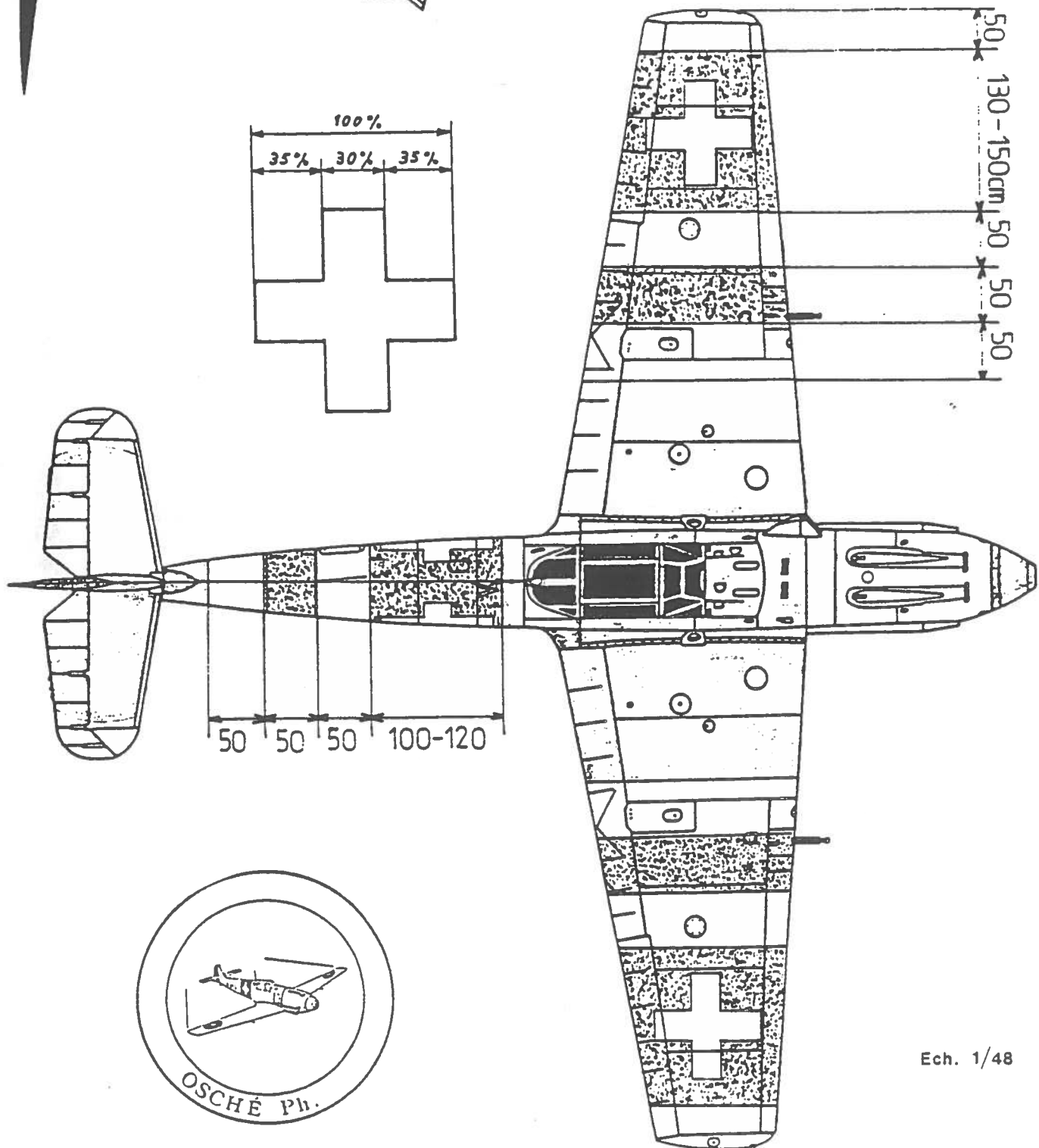
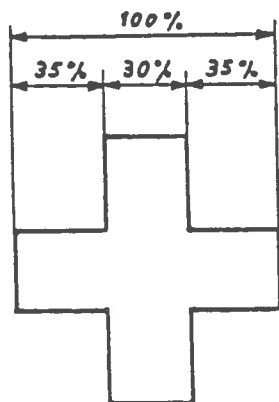
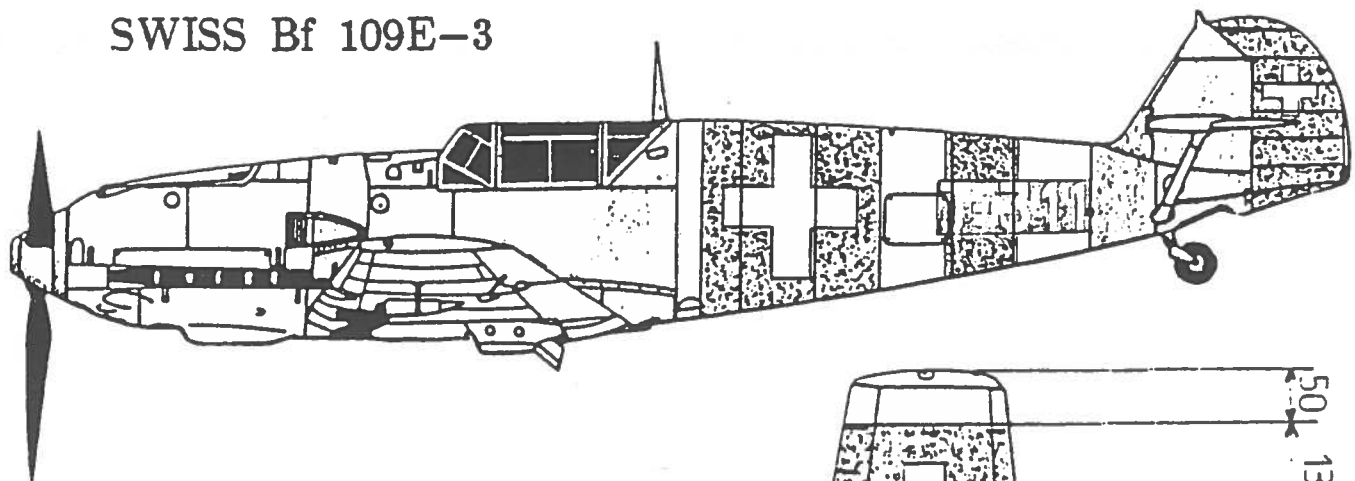
3/2 Summer 1988 (98 pages) "Irving Edward Sheely - Naval observer" 36 pages including 30 photos. "Iwan Wasilievich Smirnov: Number Two Star Ace of the Tsar" 10 pages including 21 photos. "German Jagdstaffel and Jagdgeschwader Commanding Officers, 1916-1918 (Attempt #2)" 19 pages. "Photos from the Archives" 10 pages including 10 photos.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 13816 Choptank Ct., Centreville, VA 22020; 4 issues \$7.00 for US, \$8.00 all others).

#68 (16 pages) "Huey Colors" 2 pages with 4 side-view drawings (all USA). "A Conversation with Joe Chubbock" one page on Airfix and vacuforms.

#69 (16 pages) "Getting Our in a Hurry: F-8" 2 pages including drawings of ejection seat. "Cramped, Cold, Comfortless" one page of drawings of Curtiss F.5L crew positions.

SWISS Bf 109E-3



Ech. 1/48

SWISS Bf 109

CAMOUFLAGE & MARKINGS

In 1937, the Swiss Air Force decided to replace its fleet of fighter aircraft with more modern machines. To this end, they organized an international air show at Dubendorf, near Zurich, during which the latest fighters from around Europe could compete against each other. As a result of these trials, the Messerschmitt Bf 109 was selected to re-equip Swiss aviation squadrons.

When delivered to Switzerland, the Bf 109D-1s and E-3s were factory applied color schemes. The D-1s were painted RLM 70 green on all upper surfaces with RLM 65 blue below. The E-3s carried two shades of green, RLM 70 and 71, on their upper surfaces and RLM 65 on their lower surfaces. It is not always easy to distinguish the two shades of green from photographs.

The Bf 109D-1s (J-301 to J-310) and Bf 109E-3s (J-311 to J-390) had their codes painted in large characters on the fuselage. ("J" stands for "Jäger", meaning "fighter plane".) On both surfaces of the wing, the national markings were round, and the tail markings were painted on the upper part of the rudder. When the Bf 109E-3s were adapted to carry Swiss armament, the areas that were modified were overpainted. Whether the Bf 109Ds were similarly repainted is not known as there is no photographic evidence of this.

It would appear that the second batch of Bf 109E-3s (beginning with J-341) which were delivered between 8 and 26 October 1939, carried a single shade of green on the upper surfaces. It is possible that the Swiss had asked the supplier to deliver no more machines in two-tone camouflage, since they would have to modify and partially repaint all aircraft anyway. This remains purely conjecture as there is no written evidence to support it. However, an examination of photographs of J-346, 347, 350, 353, and 355 shows the absence of the darker colour that is visible in photographs of J-313, 316, 317, 318, and 333, all of which belong to the first batch delivered in June 1939.

Early in the summer of 1940, the high command of the Swiss Air Force decided to revise the markings of its aircraft. On the fuselage, the white cross was painted on a wide red band, and the codes were reduced in size and moved closer to the tail. The crosses on the upper wing surfaces retained their circular background but, to be more easily identified by the anti-aircraft forces, the underwing disc was replaced by a wide red band similar to that on the fuselage. The tail markings now were to cover the entire rudder. The extent of these modifications led the workshops to repaint the upper surfaces in a single shade of green, similar to RLM 71.

All the Swiss Bf 109s flew in these colours until 16 September 1944, when the following directive came into force: "Until further notice, all Swiss warplanes will carry, in addition to the normal national markings, coloured bands to aid recognition. Red and white bands will be painted alongside the national markings above and below each wing and on the fuselage sides. The engine cowling and wing and tailplane tips will be painted white."

The eight Bf 109E-3s built in Switzerland, coded J-391 to J-399, left the factory in these colours.

After the war, the neutrality markings were retained until each aircraft went through regular maintenance. Then, the fuselage bands were removed and the engine cowling was repainted green. All the Bf 109D-1s and E-3s carried this scheme until they were scrapped at the end of their service life.



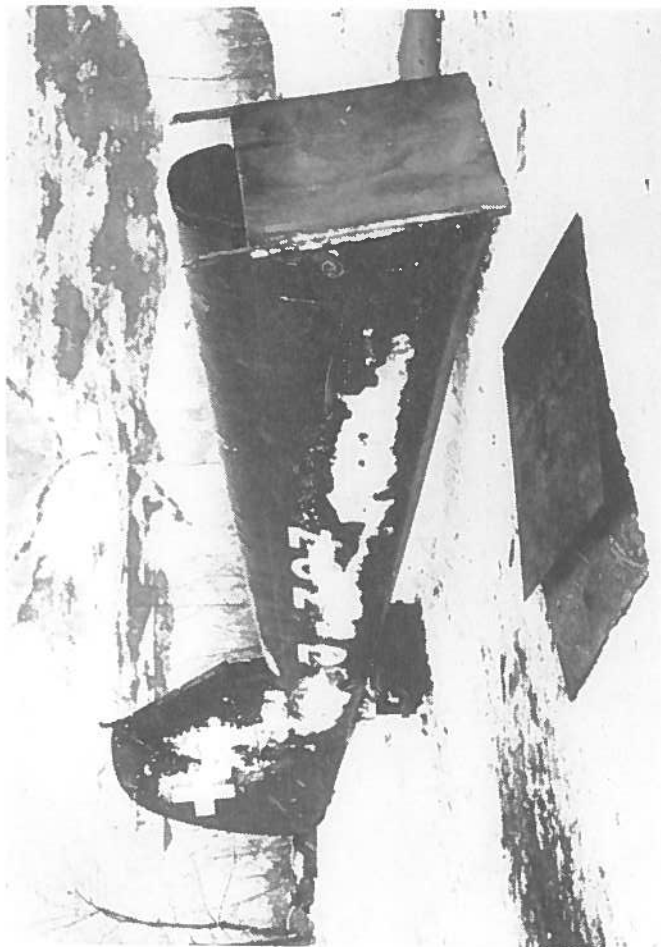
J-355, Bf 109E-3, Wk. Nr. 2422. Delivered 7 November. This photo was taken immediately after its arrival in Switzerland along with J-353. Note the single-colour (RLM 71) camouflage on the upper surfaces which identify these aircraft as belonging to the second batch of E-3s. (via Phillippe Osche.)

In May 1944, the newly delivered Bf 109G-6s carried the standard Luftwaffe camouflage of the day: RLM 74 dark grey and 75 grey on all upper surfaces and RLM 76 blue below. The fuselage sides were mottled with the same greys (RLM 74 and 75) together with RLM 02 grey. When delivered to Switzerland, these aircraft carried German national markings and black factory codes. The Gustavs were quickly repainted with Swiss national markings and code numbers (J-701 to J-712) were added in white on the rear of the fuselage. In photographs of these aircraft, it is possible to see large dark areas on the wings where the German crosses had been painted over, since the Swiss markings were not carried in the same position as the German markings. Underneath the wing, the white cross was painted on a wide red band. A few months after delivery, neutrality stripes were also added.

The two Bf 109F-4 aircraft which were interned on 25 July 1942 were in the then standard Luftwaffe camouflage of RLM 74, 75, and 76. In 1946, these aircraft received codes J-715 and J-716 and it is assumed that they



f



h



e



g

were also repainted in Swiss colours, although no documents have been unearthed to confirm this.

On 29 March 1044, BF 109G-6, Wk. Nr. 16270, code RU+OZ, was interned at Samedan. It was finished in the overall RLM-76 scheme applied at Luftwaffe repair workshops. This aircraft was given the Swiss code J-713 and put on the strength of No. 7 Squadron. No photographs of this aircraft have been found.

On 17 December of the same year, BF 109G-14, coded <2+1, made an emergency landing at Affeltrangen in the northeast of Switzerland. This aircraft was camouflaged in RLM 74 and 75 with mottling in 74, 74, and 02 or 70. The lower surfaces were coloured RLM 75. It is reported to have been repainted in Swiss colours and given the code J-714. But, once again, there is no photographs to support this statement.

Phillippe Osche, En Portrtat 43, 1164 Buchillon, SWITZERLAND.

(Editor's note: This article first appeared in VIRUS PLASTICUS 2/88. It is reprinted here with the kind permission of the author and IPMS-SWITZERLAND. The author is currently working on a book about the Swiss Bf 109s. Any information, no matter how small, will be of great help to him. If you can help, please contact him directly at the address above.)

PHOTOGRAPHS

(All photos via author)

COVER: J-360, Bf 109E-3, Wk. Nr. 2427. Delivered 20 December 1939. This machine carries the markings in use at the beginning of the summer of 1940. The use of personal insignia was unusual in the Swiss Air Force.

-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-

LATIN AMERICAN UPDATE

"Here are some additions and clarification to the material on Latin American aircraft that appeared in SAFO #47 and #48:

"The Peruvian aircraft illustrated in the review of the T-6 decals (FAP 565) was c/n 2563. It was sold to the FAP by Fleetway Inc., in May 1954, and was delivered with US registration N75140. I am not sure of the subtype; the prop spinner suggests a T-6G, but these spinners frequently show up on T-6 types that are not truly G's.

"Regarding the T-6 drawings by Roberto Vargas and my friend Boyd Waechter. The caption for Peruvian aircraft placing it with the 13th Attack Squadron circa 1949 may be in error. This squadron was equipped with nine AT-6B's at Chiclayo on 30 June 1943, but from 1 January 1949 until April 1950, this unit is no longer mentioned in FAP AOBs. The only 'tactical' squadrons equipped in whole, or in part, with T-6 variants were the 11th Fighter Squadron with four (and 24 P-36G's) at Chiclayo, the 51st Recon Squadron with 12 (sole equipment) at Piura, and the 52nd Recon Squadron at Vitor with eight (and one BT-13). All other T-6's in the FAP were assigned to the Training Squadron of the Officer's School at Las Palmas (30, with many other types) and the Training Squadron (Las Palmas) with 12 (and 4 UC-78's). This breakout changes somewhat by June 1950, but the 13th Attack Squadron was no longer cited.

"Regarding the Nicaraguan T-6: I have never seen an FAN aircraft with the 'triangle' national insignia on the fuselage and I am not

(a) J-307, Bf 109D-1, Wk. Nr. 2302: Delivered 7 January 1939. On 1 February, 1st LT Laderach belly landed this aircraft at Dubendorf.

(b) J-313, Bf 109E-3, Wk. Nr. 2161: Delivered 22 June 1939. It bears the post-war scheme with neutrality stripes on the wings only. Note the pilot's head-rest armor plate adopted after the war!

(c) J-317, Bf 109E-3, Wk. Nr. 2165: Delivered 23 June 1939. Note the fragments of two-tone camouflage (RLM 70/71) that remained after the aircraft was modified at a Swiss workshop.

(d) Details of the cowling of a Bf 109E-3 of Fliegerkompanie 8 with modifications to the cowl for Swiss armament. The use of individual insignia was rare in the Swiss Air Force.

(e) J-333, Bf 109E-3, Wk. Nr. 2191: Delivered 29 June 1939. This aircraft displays the two-tone colour scheme (RLM 70/71) in which the first batch of E-3s were delivered from Germany.

(f) Messerschmitts of Fliegerkompanie 21 at the ready. The Bf 109E-3 coded J-377 was Wk. Nr. 2358 and had been delivered on 27 April 1940. The "Sharkmouth" markings was painted on all machines of Fliegerkompanie 21.

(g) J-399 is the last of the Bf 109E-3s built in Switzerland. Note the Escher-Wyss propeller and the small bulges for the machine guns.

(h) End of J-307. It was used for target practice. [Editor's note: I know this is a universal practice, but wouldn't the gunner get as much practice shooting at a cow?]

sure that any FAN T-6's survived until 1980. I would be very interested in hearing about the sources for this drawing.

"The Cuban T-6 shown may be the example now on exhibit at the Playa Giron Museum and marked in FAR colors of doubtful authenticity - yellow overall with roughly placed national insignia and serial '116'. If this is correct, it is one of the AT-6F's Cuba received under Lend Lease in May 1945. Thus, it may be a singularly solitary FAEC/FAR T-6, since only two MAP-supported T-6's remained in the FAEC inventory as of 30 June 1958, a scant six months prior to the Castro takeover.

"In David Watkins appeal for assistance on his Vampire book, he lists Ecuador among the users. So far as I can ascertain, Ecuador never acquired any Vampires. I wonder if he has new information.

"Colin Owers' excellent drawings of the Grumman Ducks deserve a round of applause! I hope that he won't be offended if I suggest that M-0-3 (and it 7 sisters) were commercially acquired Model G-20's and not USN JF-2's. I have an interesting overhead shot of two of these aircraft and it appears that the upper surface of the upper wing may have been painted yellow. Also, the last digit of the fuselage code was carried in large numerals at the midwing, above the pilots canopy area. Later these aircraft were given codes 2-0-1 thru 2-0-8.

"The Mexican J2F-6 was one of three acquired from Coastal International Corp. of Alexandria, Virginia, in September 1950. It

appears that one of these may have been used as a source of spare parts, as only serials MV-07 and MV-08 are known (MV = Marine Vigilancia).

"Colin did not note the underwing markings of any of these aircraft. The Argentine examples should display the traditional black anchor. The Mexican examples had, under the lower starboard wing, a large MV while the lower port wing carried O8. I have a photo of MV-08 near the end of its service life, and its markings remained unchanged, although it was obviously suffering badly from extended exposure. The AMV MV-08 on the fin was somewhat bolder than Colin portrays and the rudder had been recovered and painted a much lighter silver dope.

"Regarding Nick Waters' fine set of drawings on the world of the Albatross (or is it Albatrossi?), the national insignia on the wings of the Cuban birds should have the triangle pointing forward. (This is confusing, since in the old, pre-Castro days, it was the reverse). Also, a photo I have shows the wing insignia on the lower starboard wing panel only, which would lead me to believe that it is on the upper port wing panel only. Another shot I have partially confirms this since it shows that the insignia is carried - at least - on the upper port wing. Also, the two-digit serials are outlines in white, as is the top, bottom, and leading edge of the rudder stripes. To expand on the caption, the nose cone is red, as are the tip-tanks and the tips of the horizontal tail and fin."

Daniel Hagedorn (SAFCH #394), 912 Davie Lee, Copperas Cove, TX 76522.

PERUVIAN CAPRONIS

"A note in SAFO #47 asked for information on the Caproni Ca-100 flown by Peru.

"In May 1937, Aeroplani Caproni, through the Italian Military Mission in Lima, contracted with the Peruvian government to

assemble ten Ca-100 biplanes in Peru. These aircraft were assembled during August 1937. This information comes from Vol. 1, page 447 of "La Aviacion en el Peru".

"These aircraft were initially painted silver overall. Later they were painted with medium blue fuselage with yellow wings and tailplane. (This same scheme was used on Peruvian PT-17 Stearmans and AT-6 Harvards during WWII.) The Ca-100 had red/white/red vertical rudder stripes and red/white/red roundels in the usual six positions.

"Enclosed (Editor's note: but not suitable for reproduction) is a Xerox copy of a photo of a Ca-100 in Peruvian markings. This photos comes from Carlos Takahashi Bahamonde, who also contributed the information on the color scheme."

Juan Rodriguez-Sawao (SAFCH #815), PO Box 40192, Nashville, TN 37204

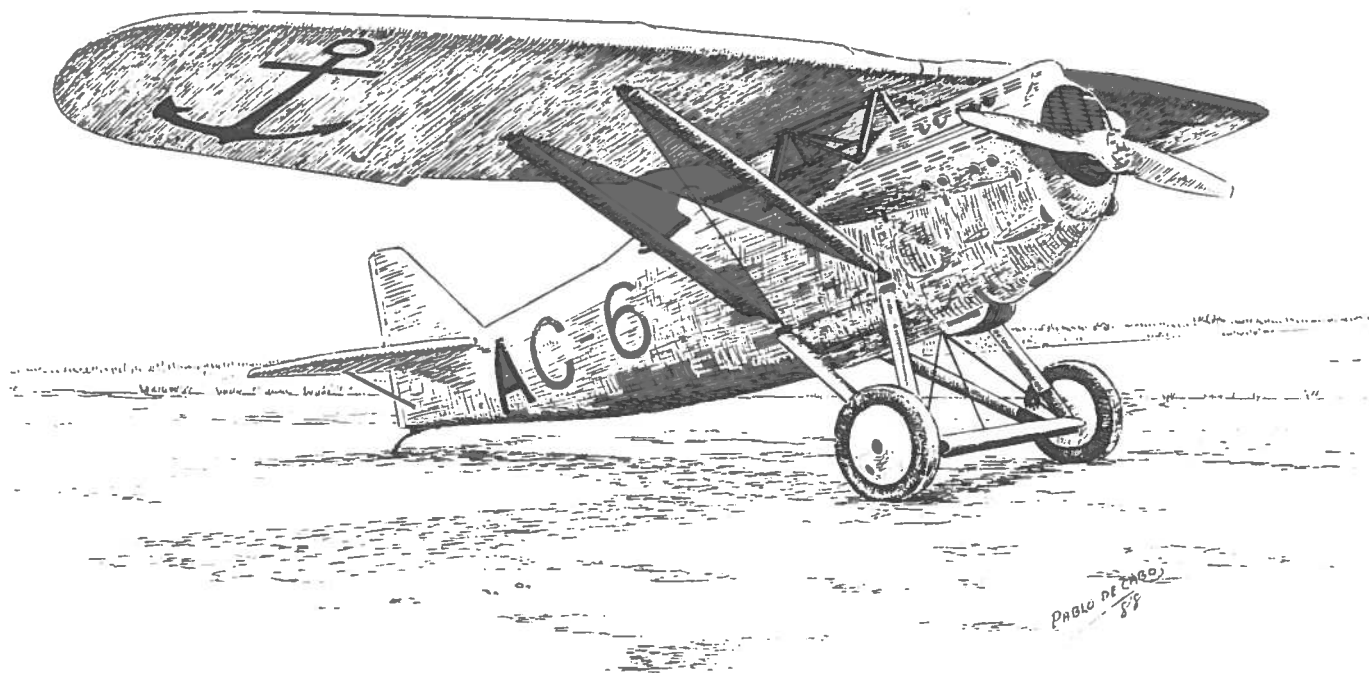
DRAWINGS FROM ARGENTINA

"Last month I received a letter from out mutual friend Carlos Planas. perhaps you remember that it was because of him that my sketch of the Honduran F4U appeared in SAFO #43. Carlos suggested that I send to you other samples of my work. Enclosed is a drawing of an Argentine Dewoitine D-21. Nine were bought from Switzerland and a further 58 were license-built in Argentina (some sources say only seven were built in Argentina). The D-21 served with the Argentine Navy from 1929 to 1936. This drawings was done about four years ago for my friends at the Punta Indio Air Base (Buenos Aires) for the cover of their magazine MACH I.

"I am anxious to do drawings for other people. The tentative cost for a drawing is US \$20.00. Living in Argentina, I do not know if this price is fair, so I am willing to negotiate the final price."

Enrique Pablo de Cabo, 1631 Villa Roas, Pdo. de Pilar, Buenos Aires, ARGENTINA.

ARGENTINE DEWOITINE D-21



SMALL AIR FORCES OF THE BRITISH COLONIES

In Kenya, South Rhodesia, Burma, Hong Kong, Malaya, and Singapore, small more-or-less voluntary or auxiliary military air services were formed during the 1930s. An attempt is made here to trace the histories of these units. However, it has not been possible to locate any illustrations of the aircraft used in South-East Asia and all the unit histories lack a lot of detail. Therefore, the author would welcome additions and corrections, either to his personal address or in the form of letters or articles for publication in the SAFO.

KENYA AUXILIARY AIR UNIT

On 30 June 1933, an Air Unit of the Kenya Defence Force was established. This was a paper organization and no aircraft were acquired. In the event of war, civilian aircraft were to be impressed for service in the Air Unit.

With the outbreak of WWII in September 1939, this plan was carried out. The aircraft of the Wilson Airways company were taken over, as well as most privately owned machines. These, mostly different de Havilland models, were numbered from K 1 and up (allegedly to K 60) and painted with the standard RAF national insignia. A communications flight, a coastal reconnaissance flight, and a flying training school were organized. The Air Unit was also known as the Air Wing of the Kenya Regiment.

In August 1940, the Air Unit consisted of about 30 aircraft. Five or six Hawker Hinds were taken over from the RAF, probably in 1941. During the war against the Italians in East Africa, the Unit's aircraft flew communication missions, and primary pilot training was carried out at Nairobi and Eastleigh.

The Air Unit was probably disbanded in 1945. The Kenya Air Force was established in 1964 after the country has become independent.

Main sources: Air Pictorial Nov 71 and Oct 84.

Known aircraft of the KAAU			
Type	S/n	In service	Former civil registration
DH 80A Puss Moth	K 3	39-	} VP-KAM, KAZ, KBI,
DH 80A Puss Moth	K 5	39-	
DH 80A Puss Moth	K 7	39-	
DH 80A Puss Moth	K 17	39-	
DH 89A Dragon Rapide	K 4	39-46	VP-KCJ, to East African A/W
DH 89A Dragon Rapide	K 8	39-	VP-KCR
DH 89A Dragon Rapide	K 10	39-	} VP-KCG, KCK, KCL
DH 89A Dragon Rapide	K 11	39-	
DH 89A Dragon Rapide	K 16	39-	
DH 85 Leopard Moth	K 6	39-	} VP-KCO
DH 85 Leopard Moth	K 12	39-	
DH 90 Dragonfly	K 13	39-	} VP-KCA, KCS
DH 90 Dragonfly	K 14	39-	
DH 84 Dragon I	K 15	39-	VP-KBA
P 10 Vega Gull	K 18	39-	} VP-KCD, KCE
P 10 Vega Gull	K 19	39-	
Br. Klemm L 25A	K 21	39-	VP-KBB
DH 60G III Moth Major	K 22	39-40	VP-KCP
DH 60G Gipsy Moth	K 23	39-42	VP-KAG
DH 82 Tiger Moth	K 26	39-	Three Impressed
DH 82 Tiger Moth	K 28	39-	
Hawker Hind		41?-	Ex-K 4640
Hawker Hind		41?-	Ex-K 4643
Hawker Hind		41?-	Ex-K 5427
Hawker Hind		41?-	Ex-K 5542
Hawker Hind		41?-	Ex-K 6791

SOUTH RHODESIAN AIR SECTION SOUTHERN RHODESIAN AIR SERVICES

The Government of South Rhodesia decided to form an Air Section of the so-called Permanent Staff Corps in 1934. No aircraft were acquired at first, but pilots were trained at the de Havilland Flying School in Salisbury, beginning in November 1935.

The first aircraft arrived in April 1937, in the form of six Hawker Hart light bombing and reconnaissance planes, of which one was equipped with dual controls for advanced training. A new airfield was constructed at Cranborne, near Salisbury. The small air force doubled its strength during 1938 when six Hawker Audax army co-operation aircraft and one each of the DH-82 Tiger Moth and DH-89 Dragon Rapide, for training and transport respectively, were acquired. Three old Gloster Gauntlet fighters were added early in 1939.

On 1 August 1939, just before the war started, the Air Section was mobilized and divided into three flights: "A", "B", and "C". On the 28th these flights were moved to Nairobi and other places in Kenya, to patrol the border between Kenya and Abyssinia (Ethiopia), which had been occupied by the Italians since 1935. On 19 September, the Air Section was reorganized as the Southern Rhodesia Air Force (SRAF) and the flights became No. 1 Squadron.

Half a year later, on 1 April 1940, the SRAF was absorbed into the RAF as No. 237 (Rhodesia) Squadron. On 4 January 1940, it had been decided to form a Rhodesian Air Training Group of flying schools, but these were not operational until May 1940, and were not independent from the RAF. After the war, a new South Rhodesian Air Force was created.

As in Kenya, civil aircraft, mainly the equipment of the Rhodesian and Nyasaland Airways, was taken over by the military. This company was bought by the Government on 1 October 1939. With these aircraft, an organization called Southern Rhodesian Air Services (SRAS) was formed for military communications and regular airline work. In March 1942, the SRAS again received a more civil status, indicated by the return of civil registrations to its aircraft, but it was not dissolved until 24 July 1946.

Main sources: Air Pictorial Dec 65, Oct 71, and Oct 79.

Aircraft of the South Rhodesia Air Section and Air Force			
Type	S/n	In service	Notes
Hawker Hart	SR 1	Apr 37-	(1) To SR101
Hawker Hart	SR 2	Apr 37-	Ex-K 3888 (dual control) To SR102
Hawker Hart	SR 3	Apr 37-	Ex-K 3877
Hawker Hart	SR 4	Apr 37-	Ex-K 2986 To SR104
Hawker Hart	SR 5	Apr 37-	(1) To SR105
Hawker Hart	SR 6	Apr 37-	(1) To SR106
DH 82 Tiger Moth	SR 7	Feb 38-	
DH 89 Dr. Rapide	SR 8	Aug 38-	Deliv as VP-YBU. To VP-YBU
Hawker Audax	SR 9	Sep 38-	Two were ex-K 3108 and 3117
Hawker Audax	SR 10	Sep 38-	
Hawker Audax	SR 11	Sep 38-	To SR111
Hawker Audax	SR 12	Sep 38-	
Hawker Audax	SR 13	Sep 38-	
Hawker Audax	SR 14	Sep 38-	
Gloster Gauntlet	SR	Apr 39-	To SR150
Gloster Gauntlet	SR	Apr 39-	Two were ex-K 5347 and 7825
Gloster Gauntlet	SR	Apr 39-	To SR152

(1) SR 1, 5 and 6 were ex-K 3025, 3026 and 3889

Aircraft of the Southern Rhodesian Air Services			
Type	S/n	In service	Civil registration
DH 87 Hornet Moth		Oct 39-*	VP-YBE
DH 87 Hornet Moth		Oct 39-*	VP-YBS
DH 87 Hornet Moth		Jan 40-*	VP-YBX
Percival Vega Gull		Oct 39-*	VP-YBY
DH 85 Leopard Moth		Sep 39-*	VP-YAT
DH 85 Leopard Moth		Sep 39-*	VP-YAZ
DH 85 Leopard Moth	252	Sep 39-*	VP-YCH
DH 84 Dragon	260	Sep 39-*	VP-YBY
DH 89 Dragon Rapide	300	Sep 39-*	VP-YBU (Ex-SR8)
DH 89 Dragon Rapide	301	Sep 39-*	VP-YAU
DH 89 Dragon Rapide	302	Sep 39-*	VP-YBZ
DH 89 Dragon Rapide	303	Sep 39-*	VP-YBJ
DH 89 Dragon Rapide	304	Sep 39-*	VP-YBK
DH 89 Dragon Rapide	305	Sep 39-*	VP-YBT
DH 60G Moth Major		Sep 39-*	VP-YAV
DH 60G Moth Major		Sep 39-*	VP-YAW

* Civil registration applied again in March 1942

BURMESE VOLUNTEER AIR FORCE

In order to make use of all possible means in the defence against a Japanese attack on Burma, it was decided to form a small air force for army cooperation. The Burmese Volunteer Air Force was formed in 1940. In 1941, all civil aircraft in Burma were impressed into a communications flight. This unit had only a few aircraft on charge, most of which were DH-82 Tiger Moths. The Burmese Government had acquired three ex-RAF machines in July 1949 (N6917, N6950, and N6951) and two Australian-built ones (c/n 250 and 251) in February 1941.

The Japanese occupation of Burma in April 1942 meant the end of the Burmese Volunteer Air Force. The remaining aircraft were taken over by RAF units. It was not until 1955 that a new Union of Burma Air Force was created.

Main source: South-East Asia Civil Aircraft Registers (Air-Britain).

Aircraft of the Burmese Volunteer Air Force			
Type	S/n	In service	Civil registration, notes
DH 82 Tiger Moth	Z 01	41-Jun 43 destr	} XY-AAB, AAC, ?
DH 82 Tiger Moth	Z 02	41-Jul 42 destr	
DH 82 Tiger Moth	Z 03	41-Sep 42 destr	
DH 82 Tiger Moth	Z 04	41-Sep 42 destr	
DH 60G Gipsy Moth		41- destr	XY-AAA
DH 60G Gipsy Moth		41-42 destr	XY-AAD
Aeronca 1 IAC Chief	Z 20	41-42	XY-AAE (1)
Curtiss Rambler		41-42 destr	XY-AAF
Curtiss Rambler	Z 30	41-Jul 41	XY-AAG (2)

(1) To RAF Z2003, SOC Nov 43

(2) Tie-up is not confirmed. Z 30 has been described as a CW-22 Falcon, which cannot be correct. It was turned over to No 60 Squadron, RAF, in July 1941. I also have no proof for the impressment of the Curtiss Ramblers.

AIR WING OF THE HONG KONG VOLUNTEER DEFENCE CORPS

In 1939, an Air Wing was set up within the Hong Kong Volunteer Defence Corps. Civil aircraft were taken over and used until Hong Kong fell to the Japanese on 25 December 1941. The most important role was training, but the Moth, Hornet Moth, and Cadet aircraft also flew on antisubmarine patrols. In 1949, a new Air Arm of the Hong Kong Defence Force was set up.

Main source: South-East Asia Civil Aircraft Registers (Air-Britain).

Aircraft of the Air Wing of the Hong Kong Volunteer Defence Corps			
Type	S/n	In service	Notes
DH 60 Moth			Possibly DH 60G III Moth Major VR-HCU Possibly VR-HCW and VR-HCX
DH 87 Hornet Moth			
DH 87 Hornet Moth			
Avro Cadet			
Avro 621 Tutor			
Avro 621 Tutor			
Avro 621 Tutor			
Avro 621 Tutor			

STRAITS SETTLEMENTS VOLUNTEER AIR FORCE MALAYAN VOLUNTEER AIR FORCE

In the mid-1930s, the threat from the Japanese expansion in China led to the decision to form a small air force for the defence of Singapore. The Hawker Audax army cooperation aircraft was chosen and a contract (No. 108884/31) was signed for two, called Audax(Singapore).

The old name of the colony was used when the so-called Straits Settlements Volunteer Air Force was created on 25 March 1936, when the new aircraft had been delivered. Later, another five Audax aircraft and two Hawker Harts were allotted from the RAF. The Harts were equipped for target towing. Since October 1932, members of the Singapore Flying Club had been practicing cooperation with the army during military maneuvers, using DH-60 Moths. When the war began to get closer, it was decided to expand the small air unit, so in August 1940 it was reorganized as the Malayan Volunteer Air Force with personnel from the flying clubs in Singapore, Kuala Lumpur, Penang, and Perak, and from the Wearne's Air Services.

Just before the awaited Japanese attack, which finally came on 7 December 1941, all civilian aircraft in Malaya and Singapore were taken over on 1 December. Five flights were established at Singapore ("A" ex-Singapore Flying Club and "B" ex-Wearne's Air Services), Kuala Lumpur ("C" ex-Kuala Lumpur Flying Club), and Penang ("D" and "E" ex-Penang Flying Club). These were equipped almost exclusively with different types of de Havilland aircraft, and flew communication, reconnaissance, and rescue missions in support of the ground forces. When Singapore fell on 15 February 1942, remaining aircraft were evacuated to Sumatra and Java.

A new Malayan Auxiliary Air Force was formed in 1950

Main sources: South-East Asia Civil Aircraft Registers, Air-Britain, Air Pictorial Feb 71, Jul 71, and Jan 79.

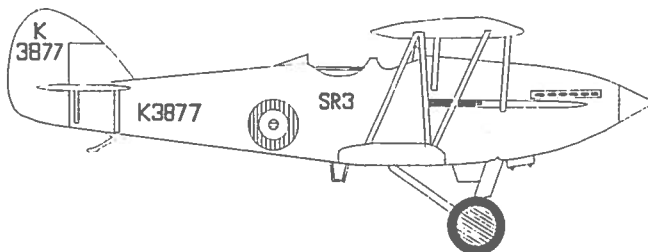
Aircraft of the Straits Settlements and Malayan Volunteer Air Forces			
Type	Reg.	In service	Notes (Flight)
Hawker Audax	1	Mar 36-	K3720
Hawker Audax	2	Mar 36-	K3721
Hawker Audax	3		These were ex-K 5141, 5142, 5167, 7315 and 7316
Hawker Audax	4		
Hawker Audax	5		
Hawker Audax	6		
Hawker Audax	7		
Hawker Hart(T)			Ex-K 4770
Hawker Hart(T)			Ex-K 6426
DH 60X Cirrus Moth	VR-SBH	Dec 41-Feb 42 destr	A
DH 60G Gipsy Moth	VR-SAF	Dec 41-Feb 42 destr	A
DH 60G Gipsy Moth	VR-SAG	Dec 41-Feb 42 destr	A
DH 60G Gipsy Moth	VR-RAS	Dec 41-	C?
DH 60G Gipsy Moth	VR-RAT	Dec 41-	C?
DH 60G III Moth Major	VR-SAB	Dec 41-Dec 41 destr	E
DH 60G III Moth Major	VR-SAC	Dec 41-Dec 41 destr	E
DH 60G III Moth Major	VR-SAI	Dec 41-Feb 42 destr	A
DH 60G III Moth Major	VR-SAK	Dec 41-Dec 41 destr	E
DH 60G III Moth Major	VR-SAZ	Dec 41-41	E
DH 60G III Moth Major	VR-SBA	Dec 41-41	E
DH 82A Tiger Moth	VR-RAM	Dec 41-	C
DH 82A Tiger Moth	VR-RAO	Dec 41-	C
DH 82A Tiger Moth	VR-RAU	Dec 41-	C
DH 85 Leopard Moth	VR-RAX?	Dec 41-	Ex VH-UVD
DH 87B Hornet Moth	VR-SAN	Dec 41-Jan 42 destr	
DH 89A Dragon Rapide	VR-SAV	Dec 41-	B
DH 89A Dragon Rapide	VR-SAW	Dec 41-	B
DH 90 Dragonfly	VR-SAX	Dec 41-Jan 42 destr	B
DH 94 Moth Minor	VR-SBE	Dec 41-42 destr	
DH 94 Moth Minor	VR-SBF	Dec 41-42 destr	
B A Swallow 2	VR-SAL	Dec 41-	D
M11A Whitney Straight	VR-SBB	Dec 41-Feb 42	A?
M14 Hawk Trainer III	VR-SAY	Dec 41-	A?

DH 60X VR-SAE and DH 60G VR-SAO were probably sold before December 1941

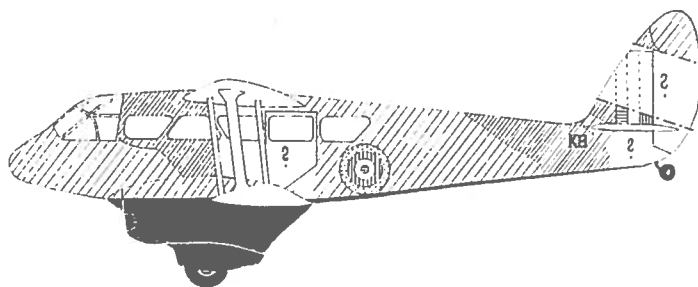
Lennart Andersson (SAFCH #68), Tiundagatan 52, S-752 30 Uppsala, SWEDEN.

AIRCRAFT OF THE BRITISH COLONIES

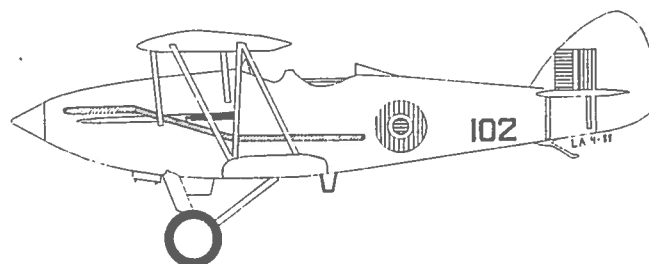
DH-89A Dragon Rapide "K 8" (ex VP-KCR) of the Kenya Auxiliary Air Unit, Scenele airfield, Ethiopia, April 1941. Standard RAF camouflage and insignia.



Hawker Hart "102" of the South Rhodesian Air Force, used on second-line duties after 1942. Standard RAF insignia for uncamouflaged aircraft.



Hawker Hart "SR 3" of the South Rhodesian Air Section, still with RAF serial "K3877", 1937. Standard RAF insignia. Possibly high-visibility yellow paint on rear fuselage.



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JAPANESE AIRCRAFT & COLORS

"I've recently been introduced to 'Model Art', a Japanese modeling magazine which may now be defunct. They treated the subject of Japanese pre-WWII aircraft rather extensively in a series of first-rate drawings by Y. Suzuki. The maddening thing is that the English titles are vague and don't fully identify the aircraft. Below is a list based on the drawings I have. The number marked with a ?, I'd like to see. The ones marked with a * I'd like to have identified especially the manufacturer, years of production, etc.

"I'll exchange drawings with anyone who may have the missing issues. I have extensive files, 75% of which are in 1/72 scale, and I can do reproductions up to 30 inches in width.

1-22 missing; 23* Type 90-2-2 (E4N2); 24* Type 92 (KDA-5); 25* Type 92 (B3Y1); 26* Type 92 (2MR8) (first dated issue 4-69); 27?; 28 Ki-20 (Junker-38 bomber); 29* Type 93 (K5Y1-2); 30* Type 88 (KDA-2); 31?; 32* Type 93 (Ki-3); 33?; 34 Type 97 (H6K5) Mavis); 35* Type 93 (Ki-1); 36?; 37 Mitsubishi Type 93 (Ki-2); 38* Type 95 Naval Recce Floatplane; 39* Type 94 Army Recce; 40* Type 90 Crew Trainer (K3M1); 41* Type 95 Carrier Fighter; 42* Single-engine, long-range monoplane; 43 Ki-10 Perry; 44* Type 95-1 (Ki-9); 45* Type 89 (B2M1-2); 46* C-5 Communication Plane; 47 Nakajima Ki-11 (Type PA); 48 Mitsubishi Ki-15 'Babs'; 49* Type 95-3 Ki-17; 50 Mitsubishi A5M4 'Claude'; 51 Nakajima Ki-27 'Nate'; 52-58 missing; 59 Type 99 Ki-48 (this is last issue dated 1-72).

"I have a project I'd like to put before the SAFCH. In issue #42, Koku-Fan Illustrated have revolutionized the subject of JAAF/INAF colors. The problem is the whole thing is in Japanese. Could we put out a call to SAFCH members who know the language to translate this book?" (Editor's note: Good idea, but the translator will need the permission of Koku-Fan.)

Joe Francesco (SAFCH #836), 630 Bloomfield Ave., Verona, NJ 07044.

[Editor's note: Information on some of these aircraft can be found in JAPANESE AIRCRAFT OF THE PACIFIC WAR by Francillon. The aircraft mentioned without a page number appear in an appendix with the notation "obsolete in 1941". References to page numbers refer to the 1970 edition. (23) E4N2 Nakajima; (24) KOA-5 Kawasaki; (25) B3Y1 Yokosuka; (26) 2MR8 Mitsubishi; (28) Ki-20 Junkers K-51; (29) K5Y1-2 Yokosuka (page 446); (30) KDA-2 Kawasaki; (32) Ki-3 Kawasaki; (35) Ki-1 Mitsubishi; (37) Ki-2 Junkers K-37; (38) E4N1 Nakajima; (39) Ki-4 Nakajima; (40) K3M1 Mitsubishi (page 339); (41) A4N1 Nakajima; (44) Ki-9 Tachikawa (page 246); (45) B2M1-2 Mitsubishi; (49) Ki-17 Tachikawa (page 248).]

SAFCH CONTEST & 'HELP WANTED' COLUMN?

"Regarding Chris Thornburg's letter on information coordination; how about going in the opposite direction? Have a 'Help Wanted' section. A member could write 'I'm looking for information on fighters in the Bulgarian AF in WWI' or whatever. and anyone with the information could contact him to work out a deal. To keep out frivolous or lengthy requests, I suggest charging \$1.00 per ad per issue, maximum 100 characters or so plus address,."

"Regarding the ideas kicked around about a contest. I go along with most of Mario Bartoli's ideas. Require 3 photos per model (front, side, and top) and make it clear that the photo become the property of the SAFCH to avoid the hassle of returning photos. Forget the point system and have fewer classes. I would suggest having two classes: (A) any small AF aircraft and (B) any aircraft featured in a the SAFO. Try it once. Pick the two you like the most, give 'em a free subscription or a ribbon and call it quits. I think you'll enjoy it much more that way."

Kim Margosein (SAFCH #104), 17741 South Walter, Lansing, IL 60438.

NEWS FROM THE ANTIPODES

"Enclosed is a drawing of a 'Swiss Navy' Alouette III; there was a photo of this aircraft, apparently an April Fool's joke, in the May 1988 issue of Aircraft Illustrated. I thought it might make an interesting addition to Bill Devin's article in SAFO #46.

"The RNZAF Skyhawk fleet continues its film career; one appearing in the background of a Europa service station ad on TV, while another makes a low pass overhead. (No, I do not see the connection either.)

"Ventura have just issued a couple of 1/48-scale injection-molded Bf-109 kits; a Bf-109B/C and an Avia S-199. The box top states that both contain metal parts and decals - price is NZ \$36.30. Some US and British mail-order companies carry the Falcon/Ventura/Tasman range, so these kits should soon be available overseas.

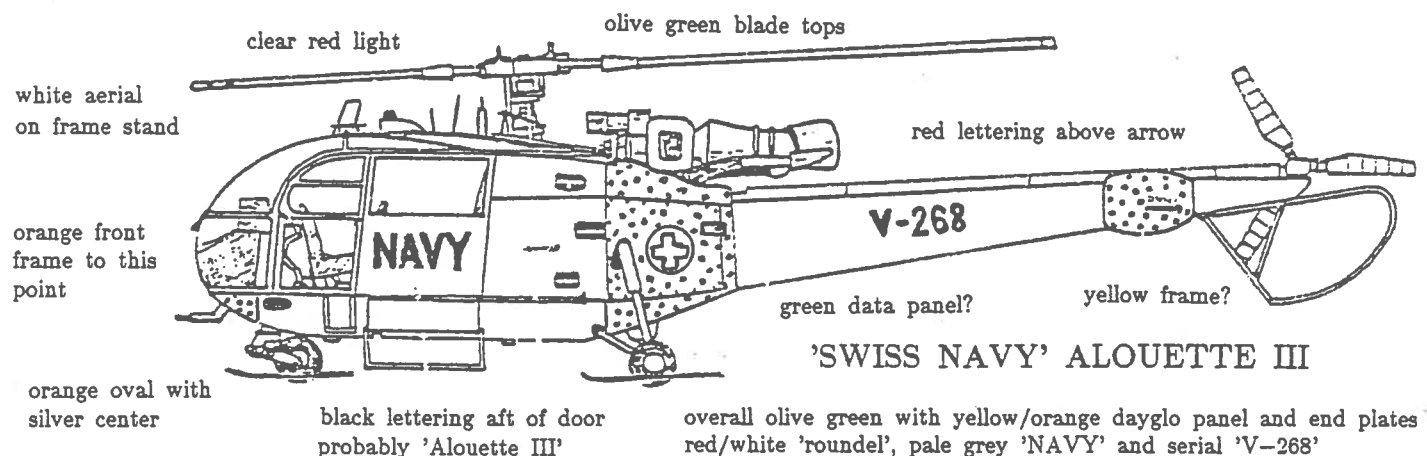
"Tasman Model Products have just issues a 1/72-scale injection molded kit of the NZ-built CT-4A Airtrainer. There are two versions, one with RNZAF markings and the other with RAAF markings, \$19.80 NZ each (about \$US 13.00). There is also a set of post-WW2 US Navy vacuum canopies and a set for WW2 Luftwaffe aircraft. There are also three new decal sheets: one for WW2 RAAF roundels with both large and small white centre versions, a mixed

US/Australian post-war sheet, and a small sheet covering two USN/USMC Skyknights."

"Air Britain News has just started a new series on small air forces giving fleet lists, units, aircraft serials, etc., current equipment only. There are no photos. Air Britain offers 4 different publications [News (monthly) Digest (quarterly), Aeromilitaria (quarterly), & Archive (quarterly)] in a variety of combinations [e.g. all four for £ 22.00 or Digest and News for £ 14.00; to which must be added £ 2.00 postage to US]. For more information write to Howard J. Nash, Air-Britain Membership Secretary, 11 Thurlestone, Thundersley, Benfleet, Essex SS7 3YW, UK.

"There is a new British magazine called Air Forces Monthly (first issue April 1988) covering only current military forces and aircraft. It is well illustrated and the colour photos are excellent. Price £ 1.40 (\$7.25 in NZ), subscription rate £ 20 in Britain, £ 22 including overseas surface postage from Key Publishing Ltd., PO Box 100, Stamford, Lincolnshire, PE9 1XQ, ENGLAND. It has very good small air forces coverage, as well as articles on the larger forces."

Paul Adams (SAFCH #773), 56 Smale St., Point Chevalier, Auckland 2, NEW ZEALAND.



POLISH FIGHTER ACES UPDATE

"I would like to make several additions and correct a few errors that appeared in the article "Aircraft of the Polish Aces" (SAFO #47).

"While fighting in North Africa, Eugeniusz Horbaczewski shot down only three aircraft (2 Bf-109G of I and II Gruppe JG 77 and a Macchi 202 probably of the 4th Stormo C.T.) He was made CO of 43 Squadron not in May 1947 but on 17 June 1943. He was CO not of 325 Squadron RAF but 315 Deblinski Squadron of PSP (Polskie Sily Powietrzne). In the mid '30s, 111 Fighter Squadron (T. Kosciuszki) was stationed at Warsaw-Okecie airfield. During the September Campaign, Horbaczewski flew the PZL P-7a, not the P-7. I've seen photos of 75th FS P-40Ms and they were painted Olive Drab, not Dark Earth and Medium green. The author seems to have relied on incorrect information published by Mr. Wolfram in the Polish magazine MODELARZ.

"During the fighting in France in 1940, Jan Zumbach served in the Flight (not Squadron) commanded by Major Z. Krasnodebski. Zumbach

flew only the Marcel Bloch MB-152 fighter, not the Koolhoven FK-58. (Source of information L'Fanatique d l'Aviation.) This Polish flight was part of French Fighter Squadron 1-55 flying from Etampes airfield (50 km south of Paris).

"In 1979, I taped a long interview with Witold Lanowski. He said this about both his and Gladych's P-47M: 'We used a high-gloss violet car paint. My own Ford car was this same color.' Many publications call for 'Midnight Blue' but Mr. Lanowski identified this color in my copy of FS 595a as close to 17100. If the original color chips from Ford are still available, it would be possible to verify this identification.

In general, all victory scores quoted in the article are too large. According to information obtained from the General Sikorsky Institute, in London, Ubanowicz scored over 20 (22 to 24) but not 28. Zumbach is credited with 17 not 18 victories."

Janusz Ledwoch (SAFCH #780), PO Box 106, 00-961 Warszawa, POLAND.

SUPER MYSTERE IN ISRAELI SERVICE

In early 1957 the Israeli Defence Force/Air Force (IDF/AF) ordered 24 Super Mystere B2, with the first batch of aircraft arriving in Israel in December 1958. The rest arrived during the following year. An additional 12 aircraft were received in 1963, making an official total of 36 aircraft. (Unofficial sources state that as many as 47 aircraft were received, as well as a number of temporary acquisitions.) Throughout their service in the IDF/AF, the Super Mystere remained with the same squadron, based at Hatzor. Until the arrival of the Mirage IIICJ, in 1962, the Super Mystere was the premier squadron of the IDF/AF.

It was inevitable that the Super Mystere would see action. This first occurred in February 1960, when four Syrian MiGs were intercepted with no results were achieved by either side. Interceptions of both Syrian and Egyptian MiGs entering Israeli airspace became more regular, but it was not until April 1961 that a kill was finally achieved - an Egyptian MiG. When the newer Mirage IIICJ began entering service and taking over the role of interceptor, the Super Mystere role was changed to ground attack and strike. The first major action in this role was in November 1964, when the Super Mystere, along with other aircraft of the IDF/AF, were sent to silence Syrian artillery positions in the Golan Heights.

In June 1967, the Six Day War broke out and the Super Mysteres were active on all fronts. In the preemptive attacks on the morning of June 5, the Super Mysteres participated in attacks on the Egyptian airfields of Inchas, Abu-Suer, and Kabrit. During the course of these attacks, five enemy aircraft were shot down in air-to-air combat. In the afternoon of the same day, four Super Mysteres attacked Seikal AFB in Syria where they shot down two Syrian MiGs. As the war progressed, Super Mysteres were active in support of advancing forces, as well as attacking ground targets behind the lines. During the course of the war, eight Super Mysteres were lost, either to surface-to-air missiles or ground fire.

Following the war there was an uneasy peace along Israel's borders, but by early 1968 the Super Mysteres were again in action, this time against targets in Jordan. When hostilities broke out with Egypt, the Super Mysteres became active against targets all along the Suez Canal until a cease fire was concluded in August 1970.

Despite the success of the Super Mystere as an attack aircraft, it was felt that it was underpowered. It was decided to replace the original Atar 101G engine with the more powerful Pratt and Whitney J52-P-8A which was already available to the IDF/AF as the engine used in their A-4H Skyhawks. When the first re-engined Super Mystere, No. 909, made its maiden flight in February 1968, piloted by Israel Aircraft Industries' test pilot, Danny Shapira, it was found that the new engine was a vast improvement, offering 24% more thrust burning 22% less fuel. Additional hardpoints were added to the wings near the wing roots and the avionics were improved. A total of 25 Super Mysteres were re-engined between December 1969 and June 1972 and the squadron operated a

mixed batch, until the conversion was completed. Super Mystere No. 096 was not re-engined until 1973, as it had suffered a very serious landing accident and had to be virtually rebuilt.

While the cease fire remained on the Egyptian front and while the re-engining programme was going on, the Super Mysteres continued seeing action this time against terrorist targets in southern Lebanon. But the calm on the Egyptian and Syrian front was shattered in October 1973, with a surprise Egyptian and Syrian attack against Israeli forces. From the beginning, the Super Mysteres were in action on both fronts. On the Syrian front, attempts were made to assist the outnumbered Israeli forces in the Mount Hermon region. On the Suez front, attempts were made to destroy the Egyptian bridges across the canal. These attacks had very limited success. On the first day, four Super Mysteres were lost and during the course of the war more aircraft were to be lost in action. After the initial setbacks of the first few days, the Super Mysteres were put into action against Egyptian forces attempting to break-out into the Sinai. When Israeli forces began crossing the Suez Canal, the Super Mysteres were assigned to suppressing Egyptian artillery shelling the crossing area. When Israeli forces began to counter-attack on the Syrian front, the Super Mysteres went into action against Syrian positions.

Following the war, the Super Mysteres remained in service until March 1975, when they were withdrawn from service. Twelve of the aircraft were later sold to Honduras. One aircraft (No. 096) was transferred to the IDF/AF Museum.

REFERENCES

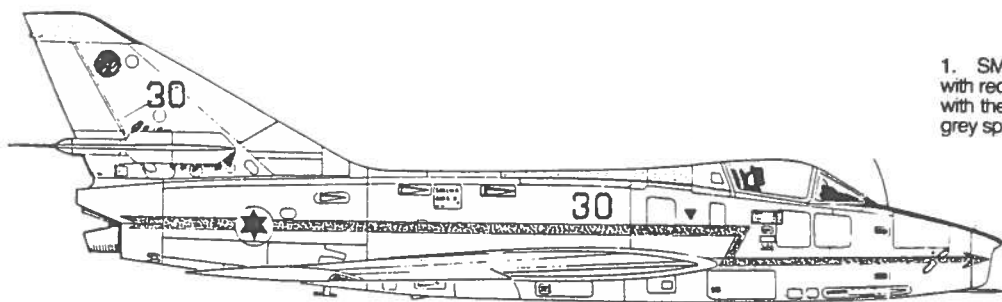
- An Illustrated Guide to the Israeli Air Force, Gunston, Salamander Books.
- Warbirds Illustrated No. 23 Israeli Air Force, Borovik, Arms & Armour Press.
- BIAF (Israeli Aviation Magazine) No. 38, Edited by Borovik.
- The Israeli Air Force, Hador and Ofer, Ministry of Defence Publishing House.

Harry Margulies (SAFCH #254), PO Box 406, Carnegie, Victoria, 3162 AUSTRALIA.

(Editor's note: This article originally was published in the IPMS-MAGAZINE and is reproduced here with the kind permission of the author and IPMS-UK.)

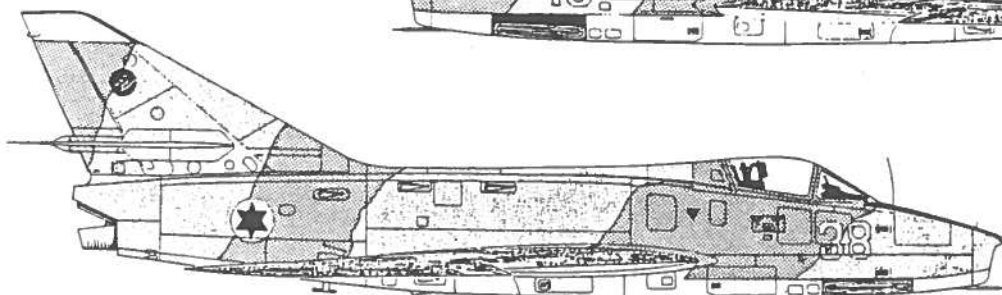
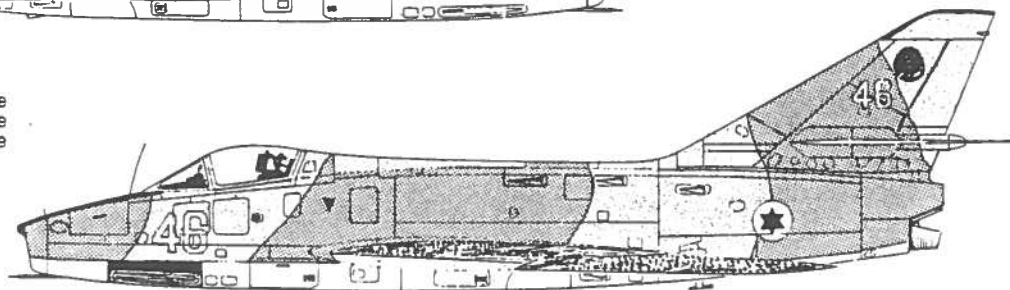
MODELING THE ISRAELI SUPER MYSTERE

The Airfix kit gives the option of having the airbrakes extended, but as almost every photo shows them retracted on the ground, I would suggest that they be fitted in the closed position. This also goes for the main undercarriage central doors and the rearmost nose gear door - the two smaller doors attached to the nose wheel leg being best replaced by card.



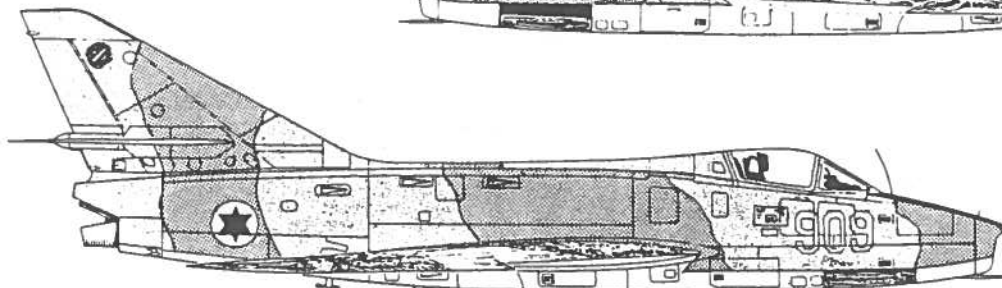
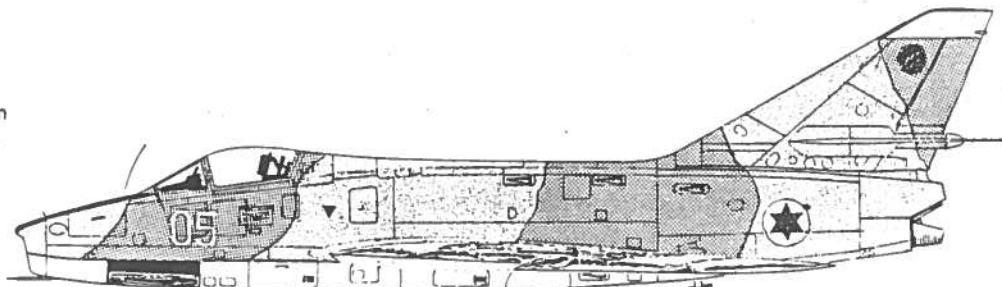
1. SMB2 No. 30 in natural metal finish with red fuselage flash. The pale grey fin, with the black leading edge and the pale grey spine remained on all SMB2s.

2. SMB2 No. 46 in the two-tone scheme adopted when the SBM2s were transferred to the ground attack role. Note the black gun-blast panel.



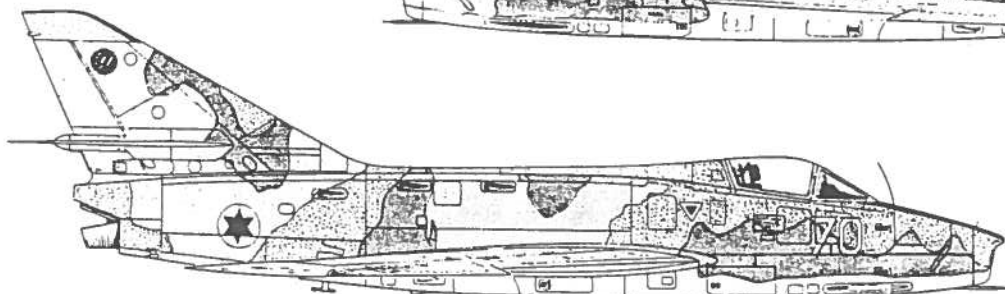
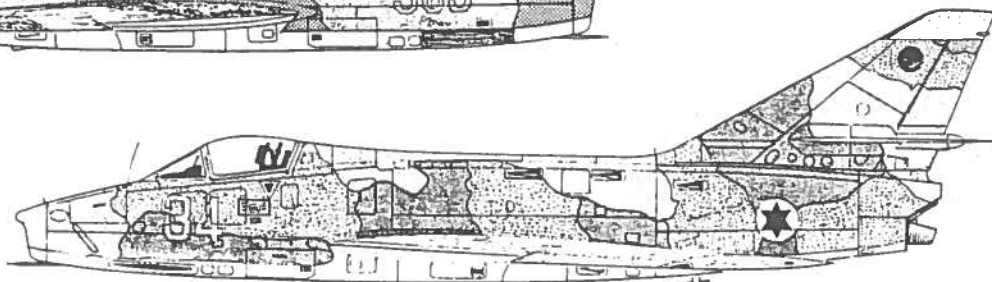
3. SMB2 No. 38 shows the same scheme on the right side, although on this particular aircraft the colours have been reversed. The aircraft does not have its serial repeated on the fin.

4. SMB2 No. 05 with the same pattern as No. 46, but with the colours reversed.



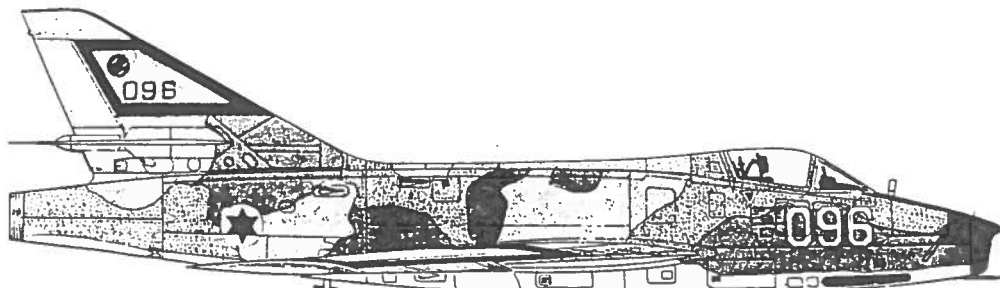
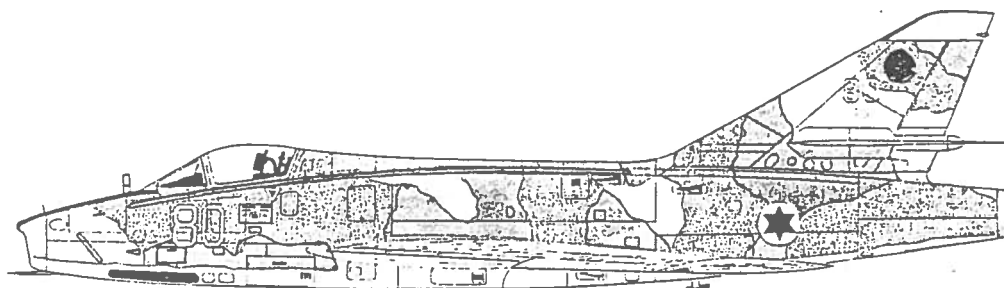
5. SMB2 No. 909 has a mirror image camouflage pattern. This SMB2 was the test-bed for the more powerful J52 engine. It retained this scheme during the testing period.

6. SMB2 No. 34 in the new three-tone scheme introduced shortly after the Six Day War. Illustrated is the typical pattern on the left side. Gun trough has been blacked out.



7. SMB2 No. 70 in the typical three-tone scheme applied to the right side of standard SMB2s. Gun trough has not been blacked out.

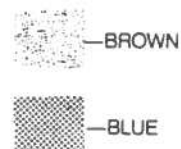
8. SMB2 No. 80 is a re-engined version, identifiable by the extended exhaust, additional tubing on the left side only, two vents on each side of the fuselage and antenna forward of the cockpit canopy. The camouflage pattern does not vary much from No. 34. Note the serial is repeated on the fin, in white, and the gun trough and the area surrounding it, has been blacked out.



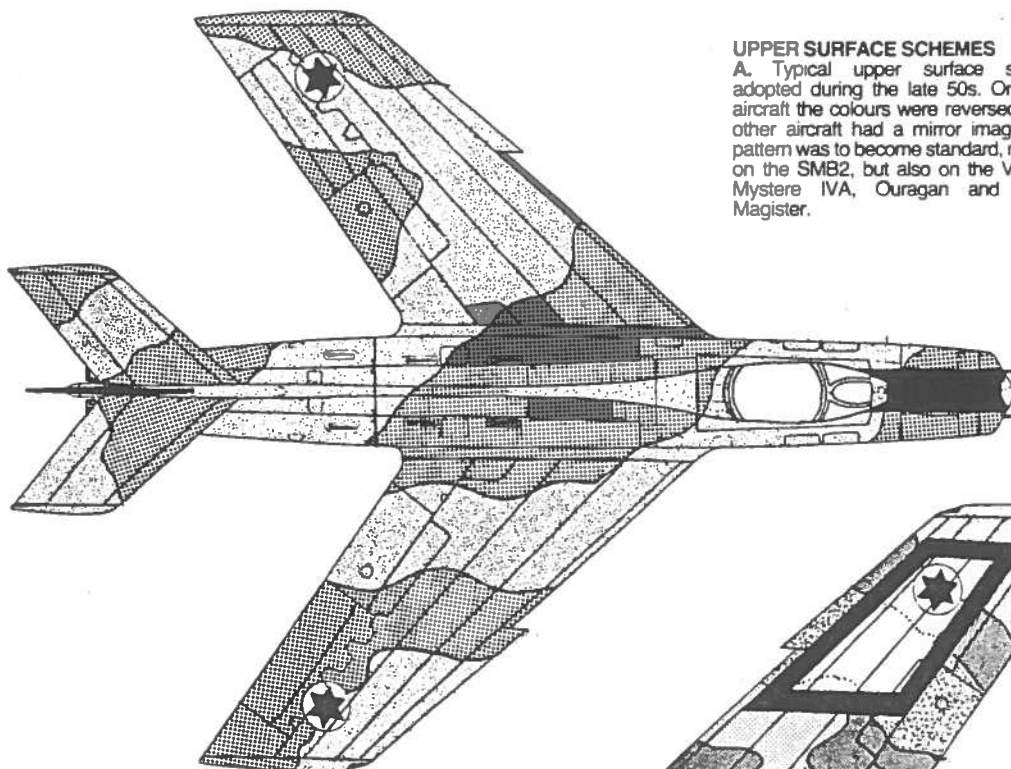
9. SMB2 No. 096, with black/yellow identification markings introduced during the Yom Kippur War, October 1973. The camouflage pattern, on this side, of the re-engined versions varies slightly from standard SMB2s (see also No. 70), especially around the rear fuselage area.

UPPER SURFACE SCHEMES

A. Typical upper surface scheme adopted during the late 50s. On some aircraft the colours were reversed, while other aircraft had a mirror image. This pattern was to become standard, not only on the SMB2, but also on the Vautour, Mystere IVA, Ouragan and Fouga Magister.



UNDERSURFACES
—LIGHT GREY

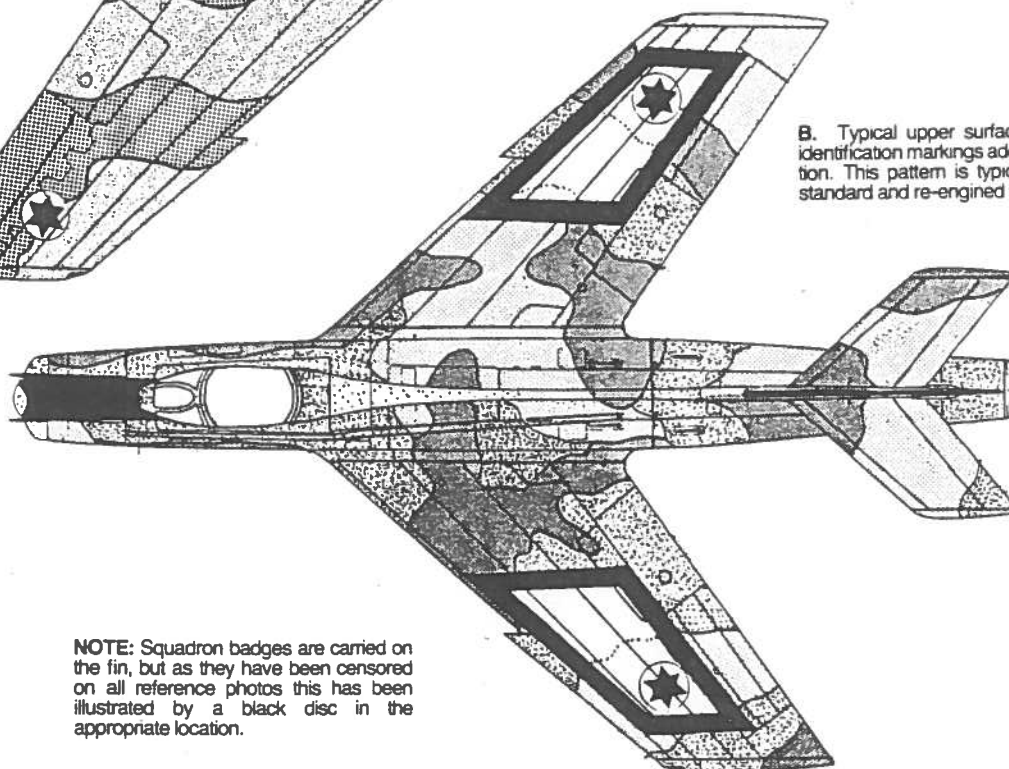


B. Typical upper surface pattern, with identification markings added for clarification. This pattern is typical for both the standard and re-engined versions.



UNDERSURFACES
—LIGHT BLUE

NOTE: Squadron badges are carried on the fin, but as they have been censored on all reference photos this has been illustrated by a black disc in the appropriate location.



Personally, I would remove all of the raised detail. I don't think it is realistic and I doubt if you would actually see all of this if you looked at a full-sized aircraft from a reasonable viewing distance. Here, we come to one of the great modelling controversies - is one trying to capture the feel and appearance of the full-sized aircraft or demonstrate one's skill and art in producing a highly-detailed model? My preference is for the former with faded and weathered paintwork and a minimum of engraved detail. Indeed, I find a smooth surface which can be rubbed down infinitely preferable for camouflage and decaling operations. However, if you want to re-engrave the panel lines, the silver plastic does leave a very good trace of where the line was, but it's difficult to gauge the depth of the cut.

The canopy has a reasonably outline although it is rather thick and the frame will need to be carefully reduced. For the most part, the fit is acceptable, but the point where it meets the lip of the fuselage at its forward edge will need work. My answer is to remove said lip from the fuselage and add a more accurate fairing to the front of the canopy. Alternately, a moulded canopy can be fashioned. For a master, I used an old canopy, smoothed and filled with Milliput with this fairing integral and with extra depth to obviate any distortion along the cut-line.

Cockpit detailing is a matter of personal choice. The kit gives a rather overscale instrument panel and seat plus an acceptable pilot. Short of reworking the headrest and adding the odd mirror, this can be used as it is if the kit canopy is used. Frankly, with a black cockpit one isn't going to see more even with a coat of Johnson's Kleer polish inside and outside of the canopy which does wonders for its clarity. Those who want to leave the lid open I refer to the sheet of drawings.

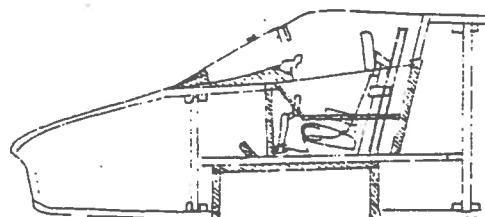
The seat fitted to the Super Mystere is a bit of a mystery. I have no definitive references, but those I do have suggest it was very similar, if not identical, to the seat fitted in the contemporary North American F-100 Super Saber. Further evidence for this is a photo clearly showing the words 'No Step', in English, on the back panel of the one fitted in a French aircraft.

This apart, there is little required to making a standard aircraft than a general cleaning-up. The two pitot heads will need refining and the very small tank supplied as a store should be discarded. New main wing pylons will have to be made - those given lack the necessary depth, though they form a good basis for the outboard ones. Wing tanks were generally carried and will have to be scrounged from a Kfir kit or the Frog Mirage kit - though a shortened Phantom wing tank with a 'Dassault' tail looks quite acceptable.

To represent an aircraft re-engined with a Skyhawk powerplant, the following modifications will be needed. Delete the foremost of the three vents on each side of the fuselage. Replace the VHF whip aerial to the left front of the canopy with a blade UHF type. Add a cable duct to the left side only, from below front of canopy to above what is now the foremost of the two remaining vents. For this I would recommend a round section pod flattened on the underside.

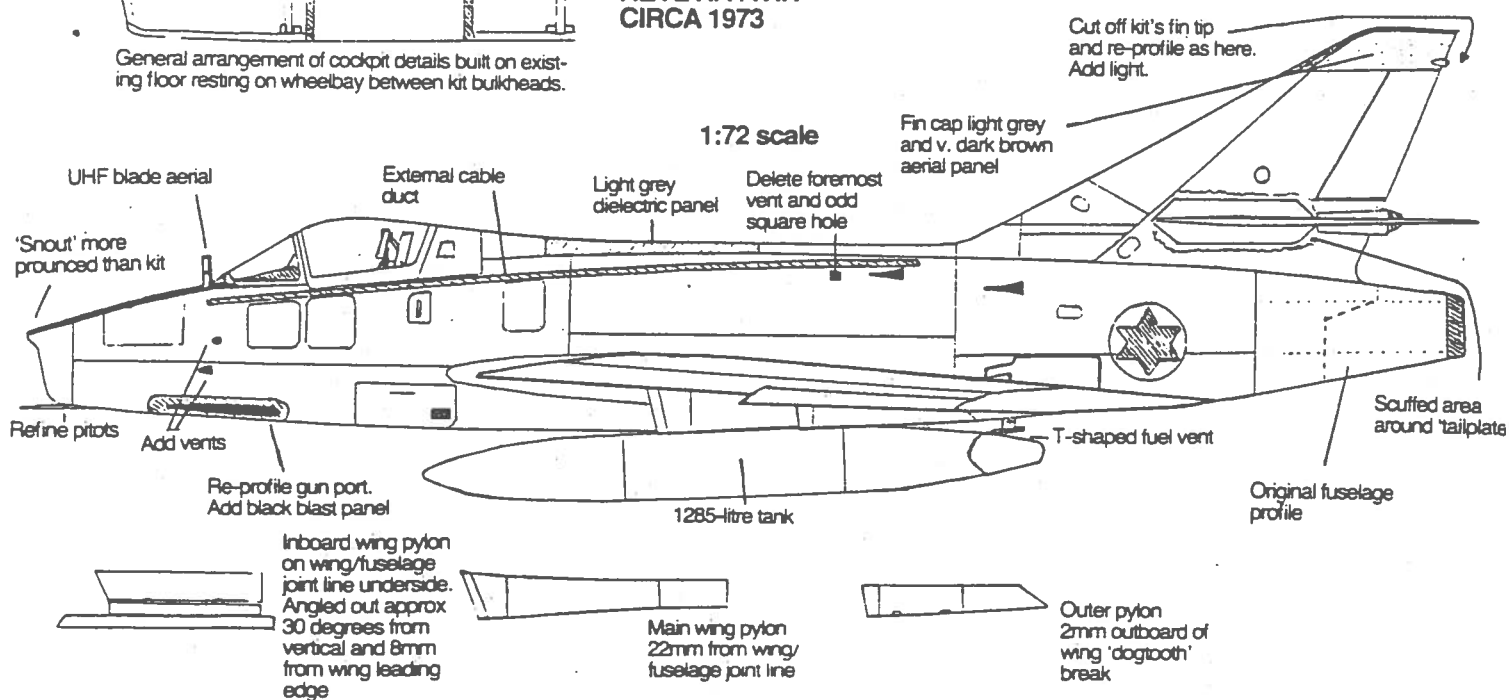
Add an extra inboard pylon on each side angling out from the wingroot. There are no plans which show the precise dimensions of the tail cone extension, but its maximum length would appear to be as far as the aftermost extension of the tail planes. Making sure it is located centrally, a plastic tube (in my case a pen body) of the same diameter as a Skyhawk jetpipe is faired into the fuselage with Milliput, but make sure to start with this slightly longer than needed - the tapering process will inevitably shorten it.

(Editor's note: This article, written by Mike Purchase, first appeared in the IPMS-MAGAZINE. It is reprint here with the kind permission of both the autor and of IPMS-UK.)



General arrangement of cockpit details built on existing floor resting on wheelbay between kit bulkheads.

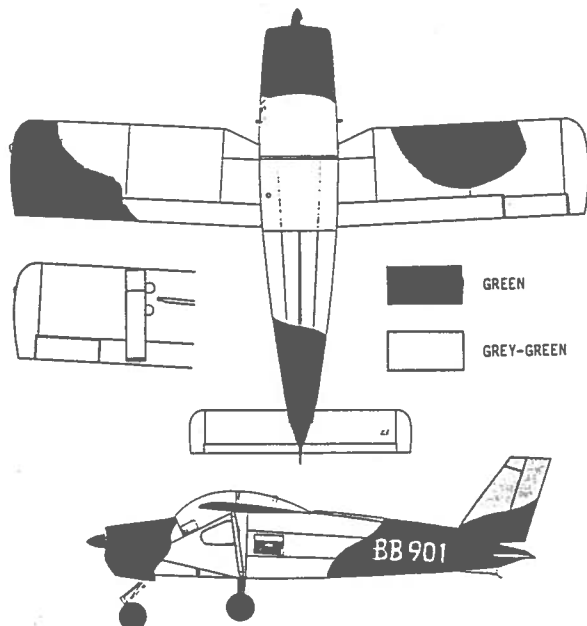
RE-ENGINEED SUPER MYSTERE B2 HEYL HA'AVIR CIRCA 1973



BIAFRA BABY IN 1/72

MFI-9 (Bo-208), 1/72-scale injection-molded kit by MUNINmodels.

Leif Hellstrom (SAFCH #786) writes; "I am sending to you a review sample of a kit produced by myself and a friend. As you can see, it ties in with the book "Gerillapilot i Biafra" [Editor's note: See the review of this book elsewhere in this issue.], but this is actually a coincidence; we were not aware that the book would be published when we started work on the kit. Not that we mind! We are not too keen on selling these kits abroad to individuals (the cost for clearing a foreign cheque is about \$7 over here, which makes it all very expensive), but we hope to find distributors soon. Thus I cannot quote a price at the moment."



BB901 (MFI-9B c/n unknown) of the Biafran Air Force, late 1969. Camouflaged in very dark green and medium grey-green on top, with light grey undersurfaces. All colours were glossy. Propeller light grey with green patches. A rocket pod was carried under each wing. The markings differed somewhat on each BAF MFI-9B; some had numbers and roundels under the wings. The numbers may have been grey, rather than white.

The MFI-9 has always been high on my list of possible scratch-built products, not only because of its connection to Count von Rosen, an important figure in small-air-force history, but also because there are few small air forces with the emotional appeal of the Biafran Air Force. Now, our Swedish friends have made scratch building unnecessary by producing an excellent injection-molded kit. The molding of the kit is on a par with, if not superior to, the best from AEROCUB, which is to say that it is among the best kits from the "cottage" industry. Molded in light grey plastic are 10 parts (fuselage halves, one-piece left and right wings, horizontal and vertical tail surfaces, 2 seats, instrument panel with engraved instruments, and engine). The panel lines are delicately engraved, the rivets are subdued and realistic, and the external stringers and other surface details are crisply molded. A small piece of plastic sheet is provided to make the dorsal and ventral strakes (a strange omission from the molds). Eleven nicely-molded cast-metal parts provide the rocket pods, wing struts, landing gear struts,

propeller, main wheels, and alternative nose wheels assemblies. A clear, beautifully-formed vacuform canopy completes the "hardware" part of the kit.

The colorful decal sheet is well printed and provides markings for three aircraft: a gloss black MFI-9B, with red and orange trim and registered SE-FIB; a red and white Bo-208 registered G-ASWE, and camouflaged Biafra Baby 'BB901' carrying the flag insignia. Codes and aircraft numbers are also included for a Swedish AF machine; the national insignia are not included, but are easily found in any respectable collection of spare decals.

The instruction sheet provides unusually detailed and frank advice ("The scale effect is much improved if the cockpit walls are thinned down and the seats placed slightly apart."). Drawings are included for the aircraft featured on the decal sheet, and there are two photos of the cockpit interior. The differences among the various versions of the MFI-9 and Bo-208 are described and drawings of these differences are included.

The kit is enclosed in a resealable plastic bag; don't you wish everybody used this type of packaging.

MUNINmodels' kit of the MFI-9 is an excellent kit by any standard. Its small-air-force potential is unmistakable; there are few air forces as small as Biafra's that have seen as much significant combat. While these kits are retailing in Sweden for around \$15.00, they are available to SAFCH members through our Sales Service for \$10.00.

VACUFORM POLISH HARRIER

Harrier GR Mk3, 1/72-scale vacuform kit, Marfix.

To begin with, the name of this kit is slightly misleading since parts are included to make either the GR-1, AV-8A, or AV-8S version. In fact, decals are included for a RAF Harrier GR.1 that was rebuilt to a GR.3, an AV-8A of the fourth production batch delivered to the USMC, and an AV-8S of the second batch of single-seaters delivered to the Spanish Navy.

The lines of the kit seem to very closely match the available drawings with the exception of the cannon pods which seem to be on the shallow side. The panel lines are nicely recessed. However, the limitation of vacuforming are such that some rescribing is necessary, including the blow-in doors. (This, however, beats the Fujimi kit where these doors are indicated by raised lines.)

Marfix is to be commended on the breakdown of the kit; this is the only single-seat Harrier kit I've seen with the wings separated as on the real aircraft. This could be quite useful if doing an engine-change diorama. (Should one be tempted to do so, the Lindberg 'Press-Fit' Harrier has, as one of its few virtues, a good basic engine.)

The canopy is beautifully formed and crystal clear, but covers a rather basic interior (although the instruction provide information for further detailing). The interior consists of a floorboard, basic instrument panel, and a three-piece basic ejection seat which is best replaced by the appropriate Aeroclub product (Martin Baker or Stencil). The cockpit can be furnished with appropriate detailing from an injection-molded kit and/or the Modelaid interior placard.

A vacuum-formed set of landing gear and outriggers is provided along with realistically

thin doors and an optional position speedbrake and well. I'd steal the gear from an injection-molded kit and use the Marfix doors and fairings.

Two-piece pylons are provided for underwing stores, although single-piece metal pylons could be obtained from the appropriate C-Scale detailing kit. Underwing stores provided include 100-gallon fuel tanks, Matra rocket pods, 1000-lb bombs, 500-lb Mk.82 bombs, cluster bombs, and Martel missiles. These stores are quite nicely molded, but, if desired, injection-molded stores, including AIM-9's can be obtained from various kits or the notorious 'spares box'.

All-in-all, then, this is a nice kit by any standards, especially considering the problems of vacuum molding and that it's highly unlikely that a Polish firm could have obtained the assistance of a Western manufacturer. In comparison to other Harrier kits, I'd rate this kit above those from Lindberg, Airfix, and Matchbox, and at least on a par with those from Fujimi.

Evan Mayerle (SAFCH #793), 8311 Norwalk Blvd., Whittier, CA 90606

(Editor's note: This kit is available through the SAFCH Sales Service at a very reasonable price.)

SUKHOI Su-7BKL

"One of the most perplexing aspects of building a model of the Su-7, at least for me, is the shape and arrangements of the main landing gear. Most photos show the Su-7 with the landing gear either obscured by the outboard drop tanks or hidden in the shade of the wing. To further complicate matters, we in the West have not been privileged to detailed descriptions of the various models of the Su-7 each with their own distinctive changes, although the aircraft has been in service with various air forces for over thirty years.

"Kovozaudy Prostejov has not been of much help on this problem with their fine new kit of the Su-7BKL. Their three-view drawing is very detailed but also very small, and the exploded view is of little help. I have done considerable research on this problem and I would like to share the results with SAFO members who might be building, or plan to build, the KP kit.

"The only clear photo showing the landing gear of the Su-7 that I could find was published in AIR ENTHUSIAST #29 on page 6. It shows a Su-7BKL at the Monino Museum with good light highlighting an unusual wheel skid arrangement.

"For those wanting to build the Su-7 with a conventional landing gear, I recommend an article in the Japanese TANK MAGAZINE for July 1987 which features a Polish Su-7B-20 with well-defined photos of the landing-gear area. (One might wonder why photos of a Polish aircraft are appearing in a Japanese tank magazine? The answer is that the publisher and editor, Mannosuke Toda, was formerly with KOKU FAN.

"The KP kit of the Su-7BKL appears to look right as compared with the VEB Plasticart Su-7 which was considerably oversize in fuselage diameter. The KP Su-7 span and length scale out very close to the dimensions listed on the KP instruction sheet. Note that the length of 60 feet 9 inches is measured to the tip of the pitot boom rather than to the intake cowl."

Harold E. Ahrens (SAFCH #216), 3421 La Mesa Dr., Hayward, CA 94542.

CT-4A AIRTRAINER

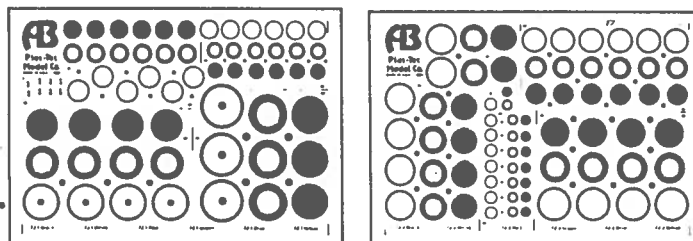
"Tasman Model Products have just issued a 1/72-scale injection molded kit of the NZ-built CT-4A Airtrainer. There are two versions, one with RNZAF markings and the other with RAAF markings, \$19.80 NZ each (about \$US 13.00). There is also a set of post-WW2 US Navy vacuum canopies and a set for WWII Luftwaffe aircraft. There are also three new decal sheets: one for WW2 RAAF roundels with both large and small white centre versions, a mixed US/Australian post-war sheet, and a small sheet covering two USN/USMC Skyknights."

Paul Adams (SAFCH #773), 56 Smale St., Point Chevalier, Auckland 2, NEW ZEALAND.

UNIVERSAL DECAL SYSTEM

Ten years ago, SAFCH member Pat Sedlock offered for sale through the SAFO a "decal kit" which consisted of approximately a dozen 8.5 inch by 11 inch decal sheets containing disks in different sizes and colors. By combining disks, any national roundel could be synthesized. This "kit" was available for about a year before it disappeared from the market. Now, Pete Bergagnini (SAFCH #324) has independently rediscovered this approach and greatly expanded on the concept.

Under the label UNIDEC, Pete is offering 258 different sheets (14 cm by 20 cm), which include disks, stars, squares, and triangles - each in 6 different colors. All sheets include both solid and outline shapes. The roundel sheets are specified by scale (3 sheets in each color for 72 scale, 5 sheets in 48 scale, and 7 sheets in 32 scale). The stars (8 sheets in each color), squares (11 sheets in each color), and triangles (8 sheets in each color) are grouped not by scale but by size. Also available are solid sheets in the same six colors.



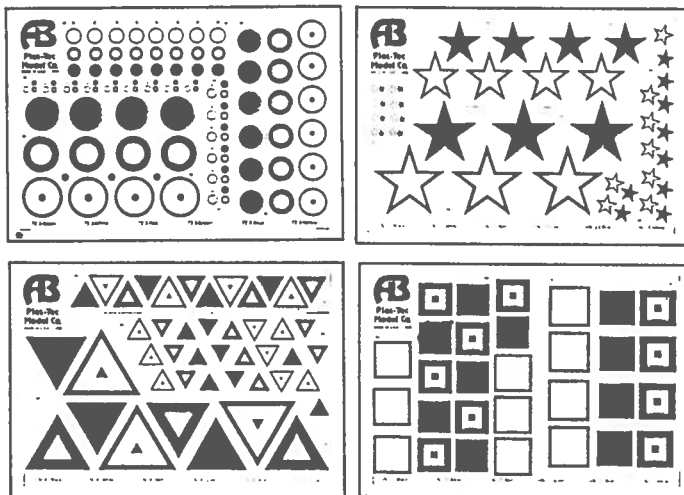
For those not familiar with the procedure of making your own insignia here is an example from the instruction booklet: To make a Cuban insignia, start with a solid blue disk, apply a solid red triangle over this, and then place a small solid white star in the center. The instructions suggest that two white stars may be needed, one on top the other, to prevent the darker color underneath from showing through.

Color available now include black, white, red (FS31302), green (FS34090), blue (FS15180) and yellow (FS33637). The FS595 equivalents are approximate matches made by this reviewer. Pete plans to expand the range of colors to allow accurate reproduction of more insignia. He needs help on the FS595 equivalents for the following: Indian "saffron", Lithuanian "blue", Dutch "orange" (as used in WWI solid disk insignia), Guatemalan "blue", Salvadoran "blue", Somalian "blue", Argentine "blue" (What is the difference between "insignia" FS15200 and "roundel" FS35240?), Niger "orange", and Ireland "orange" (said to be "a bit lighter than FS12300").

The review decals arrived after paste-up began on this issue so there has not been time to test them. However, they appear to be technically excellent; dense colors, sharply printed, and thin. Each sheet comes in a resealable plastic bag with a 12-page instruction/catalog booklet.

These sheets will not solve all your insignia problems, but they will allow you to add many more countries to your small air force collection. Best of all, Pete informs me that this is just the beginning. Beside expanding the range of colors, he is also planning to add specialized insignia to the catalog.

Pete invites the modeler to "Please write and tell me how my products are working for you. Also, I would appreciate any comments and suggestions for future products." A catalog can be obtained by sending \$1.00 for postage and handling to AB Plas-Tec Model, PO Box 7577, Burbank, CA 91505.



These decals will be available through hobby shops. However, if SAFCH members (especially non-US members) have trouble finding them, they can be made available through the SAFCH at a cost of \$3.50 each. Please write to me at the SAFCH editorial office if you want the Sales Service to stock these decals. I presently have one each of the 1/72-scale disks available for \$3.50 each.

GUERRILLA PILOTS IN BIAFRA

GERILLAPILOT I BIAFRA, Haglund. 17.5 cm by 24.5 cm, 152 pages. Hardbound. Swedish Crowns 170.00 (approximately \$28.25) from publisher: Allt om Hobby, Box 42006, S-126 12 Stockholm, SWEDEN.

"One can have very different opinions about the small 'air force' of Biafra, led by the Swedish Count Carl Gustaf von Rosen, and its achievements or justification during the Nigerian conflict in the late sixties. This book however does not intend to discuss the controversial role of this unique air component but instead its fight against an opponent which possessed far better equipment and a much greater number of personnel."

Thus begins the 4-page English-language summary of this most-welcome book from Sweden. Written by one of the Swedish pilots who pitted their little 'Biafra Babies' against Nigerian MiGs, this book tells the story of a few men who tried to make a difference. While the Biafran Civil War is one of the great tragedies of the 20th Century, the exploits of the brave men who flew in this David-and-Goliath conflict are the stuff from which legends are made.

And, like the steeds of old, the aircraft they flew, the Swedish MFI-9, is an integral part of this story.

For the reader unfamiliar with the Swedish language, the principal value of the book lies in the enormous number of illustrations: 72 black & white photos, 12 color photos, and 8 maps. A few of the photos are of people and a few more are of Nigerian AF MiGs and Il-28s, but the majority are of the MFI-9. The MFI-9 is shown in civilian colors and Swedish registration, but with its peaceful appearance compromised by rocket pods under the wings. It is also shown in a more sinister scheme of dark green and medium grey-green camouflage over light grey undersurfaces. Several photos show the "Biafra Baby" carrying "BB---" codes and the familiar Biafran-flag insignia. However, new to this reviewer are two photos showing roundel insignia on the fuselage and wings. [Editor's note: See the review of an injection-molded kit of the MFI-9 elsewhere in this issue. For a good English-language description of the Biafran conflict, including a detailed account of the air war, see THE NIGERIAN CIVIL WAR by John de St. Jorre, published by Hodder & Stoughton (1972).]

Some of the more poignant photos in this book are of Count von Rosen - the Count instructing Biafran pilots, planning a raid into Nigerian territory, piloting an armed MFI-9. Count von Rosen first appeared on the small-air-force scene on 6 March 1918 when he donated his personal Thulin D (and his personal good-luck insignia, a blue swastika) to the newly-formed Finnish AF. A photo of the Count and his Thulin D can be found on page 8 of "Suomen Ilmavoimien Lentokoneet 1918-38". The photo of the Count in the cockpit of a "Biafra Baby" on page 148 of this new book may be one of the last taken of this legendary Swedish pilot in his airplane, for just a few years later he was killed in Ethiopia while on still another mission to help the underdog.



This is an important book and one that deserves to be translated into English. Please write to the publisher at the address above and express your interest in an English-language edition of "Gerillapilot i Biafra".

Review copy was provided by the publisher via Leif Hellstrom (SAFCH #786).

CHALLENGE CUP

MIEDZYNARODOWE TURNIEJE LOTNICZE 1929-1934, Krzyzan. Softbound. 14 cm by 20.5 cm, 288 pages. Wydawnictwa Komunikacji i Łączności, Warsaw, 1988.

Not much has been written (at least in English) about the Challenge Cup competition of the early 1930's. In fact, I wouldn't have known anything about them except I am an enthusiast of Polish aviation, and the Poles won in '32 and '34. Now, #37 in the series, Biblioteczka Skrzydlatej Polski, provides a complete description of the Challenge and its aircraft.

Only four Challenge Cup races were flown; in 1929 and 1930 (both won by Fritz Morzik of Germany in a BFW M.23c), in 1932 (won by Franciszek Zwirko of Poland in a RWD-6), and in

1934 (won by Jerzy Bajan of Poland in a RWD-9). The competition consisted not only of a flight around Europe, but many other tests with the final placing determined by a point system.

The first 151 pages of this book describes each competition, with (1) a list of participants including the aircraft type with race number and registration, (2) results of each test, (3) photos of the participants and their aircraft in action, (4) route map of the flight, (5) and final standings. The text is in Polish and a dictionary will be necessary to determine the exact nature of each test, but the tabular nature of the data makes this a easy task.

Even if you do not own a Polish-English dictionary, this book is well worth obtaining because of the final 136 pages, which present a type-by-type description of every aircraft that participated in the Challenge Cup. Each type is covered on two pages; one page of text with a photo and a page with a very good 3-view drawing with markings. Most of the aircraft described were unknown to me, and I've been collecting aircraft drawings since 1945. How many of the following do you know, let alone have a drawing of? Saint-Hubert G-1; Aero A-34 Kos & A-200; Avia Bh-11B; Praga BH-111; Caudron C-113, C-191, C-193, C-232, & C-278 'Luciole', Farman F-234 & F-352; Guerchais-Hanriot T-5; Guerchais T-9; Mauboussin M-11 & M-11; Potez 36 & 41; CASA-1; Albatros L.82/L.82b, L.100, & L.101; Arado L.IIa; BFW M.23b & M.23c; Darmstadt D-18 & D-22a; Fieseler Fi-97; Focke Wulf S.24b Kiebitz; Heinkel He-64c; Junkers A.50 Junior; Klemm L.25Ia, VL.25 Va, L.25E, L.26 IIa, K1-32 V, & K1-36A; Messerschmitt Bf-108A; Raab-Katzenstein RK-25/32; PWS-8, 50, 51, & 52; PZL-5, 19, & 26; RWD-2, 4, 6, & 9; Comte AC-12E; Monocoupe 110 Special; Avro Avian; De Havilland DH-60G Gypsy Moth & DH-80A Puss Moth; Spartan Arrow; Breda 15, 15S, 33, 39S, & 42; Cant-26; Fiat AS-1; Pallavicino PS-1; and Romeo Ro-5. The drawings are shaded to indicate colors, but, so far, I have not been able to locate the color key.

This is just the book for anybody who likes 3-view drawings of unusual and little-known aircraft. So far, I've only received one copy (and that's for me), but let me know if you're interested in obtaining a copy for yourself, and I'll try to get some more. The price will probably be \$7.00.

COBRA DATAGRAPH

DATAGRAPH 4: BELL AH-1 "COBRA" VARIANTS. 8-1/2 inches by 11 inches, softcover, 64 pages, \$12.95. Aerofax Inc., PO Box 200006, Arlington, TX 76006.

"Written by Kenneth People, this is the first AH-1 history to accurately and completely describe all "Cobra" variants from the original mock-up studies through the latest AH-1Ws for the US Marine Corps. Significant new information appears in this book, including the most complete airframe listing of "Cobras" ever released for public consumption. Every single airframe, including all updated and modified aircraft is accounted for. As with all Aerofax books, the historical coverage, including the flight test program and operational aspects, is exceptionally detailed and accurate. The photo selection, consisting of nearly 250 images (most previously unpublished), is comparably complete, with excellent detail coverage of the AH-1's numerous important physical characteristics. the book contains over 35,000 words of text, 4 pages of color, an 8-page fold-out, and

numerous drawings (including detailed multi-views and color scheme references)."

(Editor's note: Cobras used by Spain, Iran, Korea, Israel, Japan, Jordan, and Pakistan are described in text, photos (11), and serials.)

INDEX 1986

INDEX TO MODEL PERIODICALS 1986, Cardwell. Softbound. 8.5 inches by 11 inches, 226 pages. Hippogriff Publications, 111 E. 5th, Bonham, TX 75418. \$8.00 plus \$1.00 postage North American, \$2.00 postage elsewhere.

Previous volumes of this Index have been reviewed in SAFO, so there is no need to go into detail here. Suffice it to say that Paul Cardwell (SAFCH #266) continues to produce a comprehensive listing of modeling and modeling-related articles appearing in 58 different magazines published around the world.

Chapters that should be of most interest to SAFO readers are: (1) "Static Scale: Drawings, Scratch Plans, Conversions, Super-detailing, Kit Construction and Correction" with 11 pages devoted to aircraft and another 20 pages to other types (armor, ships, space vehicles, etc.). (2) "Color Patterns" with 28 pages devoted to "Aircraft by Period". It is great to see SAFO mentioned so often in those sections relevant to our interests.

At a cost equivalent to one small 1/72-scale kit, this book is a bargain that will prove very useful both to the aviation enthusiast and to the modeler who like to do a little research before putting knife to plastic. The only way you can not benefit from this Index is if you subscribe to several dozen modeling magazines, and you religiously keep your own index up to date.

Paul informs me that the 1987 volume in being typeset now and will be ready soon.

FROM THE MIDLANDS

THE STORY OF THE PAKISTAN AIR FORCE, 9.75 inches by 7.25 inches, 719 pages. Hardback. Available from Midland Counties Publications, 24 the Hollow, Earl Shilton, Leicester, LE9 7NA. ENGLAND. L39.95.

"Brand new official history - definitive and bound to become a collectors item. Detailed chronology and historical narrative including each aircraft type used, campaigns fought, command, squadron, and base histories, each with full colour badges. Well illustrated including colour (mostly action paintings), maps and tables."

DEFENDERS OF PAKISTAN, Amin, Quraishy, Willetts, & Tetley. Hardback. Available from Midland Counties Publications, 24 the Hollow, Earl Shilton, Leicester, LE9 7NA. ENGLAND. L19.95.

"Every facility has been made available to world-famous photographer Mohamed Amin to capture today's Pakistani armed forces in stunning colour action. In this beautifully produced book are over 170 colour photographs of the Army, Navy, and Air Force and their equipment, dramatic shots including live-firings of missiles and artillery, striking air-to-air of some aircraft rarely seen, for example Chinese-built Fantans. The text gives a lively account of their background and current operations. This is not only a visually engaging book which will be appreciated by a wide audience but contains much of great specialist interest to military buffs."

MAGAZINES FROM THE WISE OWL

Our old friend, the Wise Owl (Joe Daileida SAFCH #28), continues to provide subscriptions to non-US magazine for US dollars. He sent a couple more magazine for review. Several have already been reviewed in our Abstract section so there is no need to go over them again. They are WINDSOCK for Autumn 1988, PLASTIC KIT CONSTRUCTOR for August 1988, and IPMS MAGAZINE for July/August 1988.

Not normally reviewed in the SAFO is SCALE MODELS. The December 1988 issue contains an excellent article on making a 1/72-scale Sunderland diorama. The author spent 18 months on this project and the results look well worth the effort. Best of all, he shares his construction techniques with the readers, and many of them will be useful to both the novice and the expert modeler. The rest of the articles are more mundane: Modeling fire trucks, a review of the latest Sci-Fi kits, and a couple of photo coverage including Farborough '88, V-22 Osprey, IPMS USA Nationals, and Antipodean Hornets. This issue contains a free set of decals (WWII RAF roundels) by Almark. A nicely produced magazine, but some would take umbrage with their claim "The World Leader on the Scale Modelling Scene".

ROTOR claim "the only magazine in the world catering especially for the plastic helicopter modeller" is more defensible. Published four times a year and available only by subscription, ROTOR is the Journal of the World Helicopter Special Interest Group of IPMS-UK. The issue at hand, Vol. 2, No. 4, displays a nice mix of news, history, and modeling. "Older Rotorcraft #8" discusses the SARO Skeeter with a one page of text and 1/72-scale drawings. Number 8 in the series "On the Russian Front" covers the Mil Mi-1 with two pages of text (history and reviews of the 1/100-scale VEB and 1/72-scale WK MODELS kits), a 1/72-scale drawing, and 3 side-view drawings (Soviet, Polish, & Finnish). "A Squirrel by Any Other Name" describes the AS350 Ecureuil in two pages of text (history and a kit review), 1/72-scale drawings, and 3 side-view drawings (French, Singapore Air Force, & Brazilian Navy). The remainder of the 24 pages in this issue are devoted to news and kit reviews. The printing is rather poor, but the editors say: "Okay, it's a fair cop gov, sometimes we just don't get it right. We are trying. David now has a word processor and we hope soon to have our own photocopier. This is very much a shoestring venture and we don't make a profit, we plough it all back in. Please be patient

and hang in there, we WILL get it right but don't hold your breath." This is a worthy endeavor and the quality should improve quickly because, at \$20.00 for a 4-issue subscription, they should have lots of money to "plough" back.

Current subscription rates (surface mail when available) are: AIR FORCES INT. (12) \$50.00; IPMS MAGAZINE (6) \$22.00; PLASTIC KIT CONSTRUCTOR (4) \$28.15; SCALE MODELS INT. (12) \$37.00; ROTOR (4) \$20.00; WINDSOCK (4) \$28.15. (Prices will fluctuate along with the currency exchange rates.)

Also available from Wise Owl are books, scale plans (Windsock & Modelaid), Hallam-Vac kits, and surplus magazines either free or at half price. For list, send SASE to WISE OWL WORLDWIDE PUBLICATIONS, 4314 West 238th St., Torrance, CA 90505.

PLASTIC MODELLER AUSTRALIUS

PLASTIC MODELLER, Number 1, September-October 1988. Aus \$2.70. Subscription rate: Aus \$26.00 outside Australia/NZ. Plastic Modeller, PO Box 30, Tullamarine, Vic. 3043, AUSTRALIA.

The format is familiar - "A" size, color cover, 56 pages, lots of advertisements. Just like a dozen or so other model magazines? Not quite. This new magazine has a distinct, can I say Crocodile-Dundeeish, presentation. Everything is just a little bit different; not much, but enough to catch your attention.

Aviation-related articles in the premiere issue are: "CAC Boomerang" (5 pages) with history, 7 photos of the real aircraft, discussion of building the 1/72-scale Airfix kits and the 1/48-scale resin kit, and FS595a color equivalents. "F-18 Hornet" (5 pages) with history, 7 photos of RAAF aircraft, modeling the 1/48-scale Hasegawa Hornet, and a review of decals for RAAF Hornets. "Australian Military Wings" (3 pages) with 17 photos of RAAF aircraft from the Bristol Boxkite to the F-111. "British Phantom FGR1/FGR2" (6 pages) with history, sketches, and a review of the Hasegawa 1/48-scale kit.

Other interesting articles include: "Polish 7TP Light Tank" an excellent history and review of the 1/35-scale kit. "Volvo Fire Ladder Truck", "A Night to Remember" a fascinating Titanic diorama. "Teaching Beginners" a "must read" for all chapter officials. And, "Striking Cobra" super-detailing the 1/16-scale MPC car kit.

Review copy kindly provided by Mike Mirkovic (SAFCH #465).

-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-letters-



West German Luftwaffe
32 JaBo (F/B) Sq.

BOLIVIAN AMUSEMENT

"A mild curiosity is enclosed for your amusement, showing that a supposed Bolivian A.F. unit has copies the design of the squadron emblem of West German A.F. 32 JaBo - right down to the NATO star in the lower right corner!

"Bob Mikesh's VNAF history, "Flying Dragons: The South Vietnamese Air Force", is now available from Zenith books for \$49.95. Everybody I've been in contact with, including the author, is disappointed with the high price. Since the book is printed in England, does anyone know if it can be obtained at a more reasonable rate there?"

Ted Koppel (SAFCH #118), 3520 N. Rolling Rd., Baltimore, MD 21207.



Bolivian Air Force (?)

CUBAN WACO S3HD-A

"I need a clear photo or drawing of the insignia (Indian head with flowing headdress) and other photos of Cuban markings on the Waco S3HD-A. I will pay all reproduction costs plus a research fee.

"The same Indian-head insignia appeared on the Curtiss Hawk II flown by Len Povey, advisor to Batista and his Air Force. Povey operated an FBO at Ft. Lauderdale/Hollywood airport in the early 1970's. However, no 'Poveys' appear in the phone book now. Does anyone know the whereabouts of his family?"

Claude McCullough (SAFCH #866), Rt. 1, Box 487, Montezuma, IA 50171.

DRAWINGS ON REQUEST

"Enclosed is a sample (Editor's note: reproduced here on a much reduced scale) of the drawings I can do for SAFO readers. These drawings are 11 by 17 inch b&w and the subjects can be any 20th century war machine - aircraft, AFVs, ships, missiles, etc. I have an extensive reference library, but photos, slides, codes, dates would be helpful. \$20 US funds."

Ron Andrini (SAFCH #458), c/o Universal Military Historical Consultants, 238 State St., San Mateo, CA 94401.

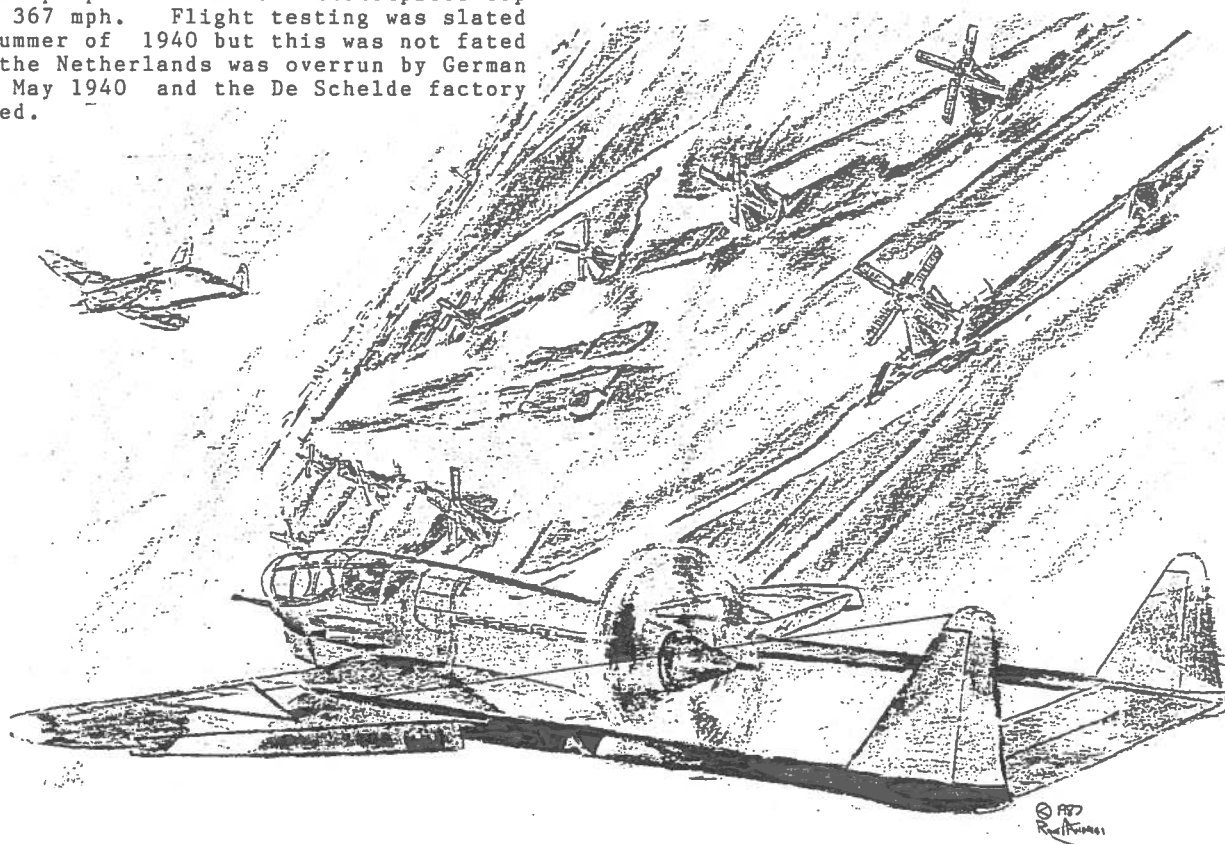
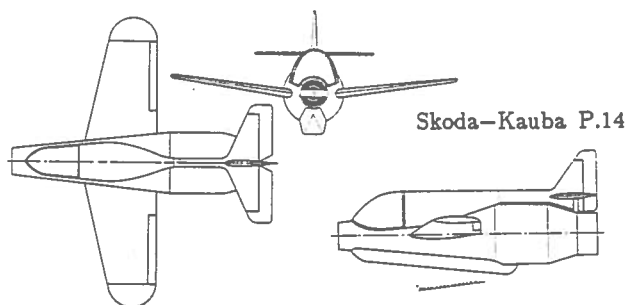
De Schelde S-21. Designed by the Dutch company of Koninklijke Maatschappij De Schelde, construction of the first prototype commenced in 1939. Intended for the interceptor role, the S-21 featured an extremely unconventional design layout for that era. Proposed armament comprised four 7.9 mm FN-Browning machine guns situated in the forward fuselage, one flexible 23 mm Madsen cannon mounted in the nose section, and one 23 mm cannon firing rearward through the propeller shaft. Anticipated top speed was 367 mph. Flight testing was slated for the summer of 1940 but this was not fated to be as the Netherlands was overrun by German forces in May 1940 and the De Schelde factory was occupied.

PLANBOOK QUARTERLY

COMING 1989 or 1990 Depending in how soon we get 300 to 500 orders No Price yet. NEED YOUR INTEREST For our PLANBOOK QUARTERLY Containing not just PLANS 3 to 5 VIEWS, FACTS. CONVERSIONS & TIPS, COCKPITS. From 1919 to 1946 era

Dollies for BV-138 & Rufe in 1:72. Randy, Thora, Cherry, 'Sori', Japan's Projects. Italian, German, British Projects, Italy's 4-engine bombers, Caproni CG-1, Fiat G-56. Fokker XVIII, D-XIII, C-XX, C-XIW, Mess. P.1076, DFS 332, BV P 192, P 170, DFS 193, P1078C, Gotha P-60B, Doblhoff 'copter, etc. York interior, Fantome, Spitfire 300, PZL 6, 7, 8, 46, Potez 631, 540, MB-152 in German; Swedish & French Projects. Keystone B-4A. Vought V143, V-71, etc. BV-144, BV P200, FL 282, 184. Russian Jer-2, Glider/Tank. DI-6, SU-1, SU-6, Virniky 'Coptes, Shavrov SCH-07, etc. Many small drawings, some in 1:48 along with the 1:72. MOSTLY RARE. About 30 Russian, 40 U.S., countless German, 14 Dutch. 7 Swedish. & so on.

UNIQUE: 22 BRANDIES RD., S. TOMS RIVER, NJ 08757



(PART 2) 1918-1920

Type	1917	1918		1919		1920	
Farman HF-20	1		1	-1			
" HF-22	12	-1	11	-11			
Fokker D.III	10		10		10	-10	
" D.VII		+3	3		3	+20 -5	18
" C.I						+60 -2	58
Nieuport XI	1	+25	26		26		26
" XVII		+5	5		5		5
Caudron G.IV		+5 -1	4		4		-4
Rumpler C.VIII		+40 -3	37	-6	31	-31	
Trompenburg V.2		+4	4	+54 -1	57	-11	46
Ansaldo SVA.10				+2	2		2
Vreeburg A.2M				+1	1	-1	
INTERNED AIRCRAFT							
Aviatik C.III	1	-1					
A.E.G. C.IV	1	-1					
Albatros B.I	1	-1					
" B.III	1	-1					
" C.III	1	+2	3		3	-3	
" C.VII		+1	1		1	-1	
" C.X	1		1		1	-1	
" D.III	1		1		1	-1	
Airco DH-4		+1	1		1	-1	
" DH-9		+10	10		10	-10	
Avro 504	2		2		2	-2	
Bristol F.2B	1		1		1		1
D.F.W. C.V	4	4	8		8	-8	
Farman HF-40	1		1		1	-1	
Friedrichshafen G.III		+1	1		1	-1	
Gotha G.IV	1		1		1	-1	
Halberstadt CL.II		+2	2		2	-2	
" CL.IV		+1	1		1	-1	
Handley Page O/400		+1	1		1	-1	
Hannoveraner CL.IIIa		+1	1		1	-1	
L.V.G. B.II	1		1		1	-1	
" C.VI		+1	1		1	-1	
Morane L	1		1		1	-1	
Pfalz D.IIIa		+1	1		1	-1	
R.A.F. BE-2C	1	-1					
" SE-5A		+1	1		1	-1	
REP Parasol	1		1		1	-1	
Rumpler C.I(a)	2	+1 -1	2		2	-2	
" C.IV		+1	1		1	-1	
Sopwith 1-1/2 Strutter	4		4		4	-4	
" Pup	1		1		1	-1	
" Camrel		+1	1		1	-1	
SPAD S.VII	1		1		1	-1	
Total	52	+112 -11	153	+57 -19	191	+80-115	156

Postive number are aircraft taken on charge, negative numbers are aircraft deleted, number without a sign are aircraft on charge on 31 December.
 Considering its personnel strength, the LVA was completely unable to operate all the aircraft available in 1918-19.

1918 Nieuport XI N215-219 from France (later N231-235). 230-249 from Trompenburg
 Nieuport XVII N220-224
 Caudron G.IV C427-431
 Rumpler C.VIII R417-424,447-478
 Trompenburg V.2 SP26,27,30,32
 1919 Trompenburg V.2 SP28-29,31,33-83
 Ansaldo SVA.10 SVA483-484 (donated by Italy at ELTA exhibition)

1920 Fokker C.I F485-544
 " D.VII F250-269

1918 Albatros C.III AL425 & 440
 " C.VII AL435
 Airco DH-4 deH432
 " DH-9 deH433-434,437-439, 441-444,446
 D.F.W. C.V D426,436,445,479
 Fried'shafen G.III FG702

Halberstadt CL.II	H414-415
" CL.IV	H482
Hannover' CL,IIIIa	HAN416
L.V.G. C.VI	L802
Pfalz D.IIIa	PF225
R.A.F. SE-5A	SE214 (bought)
Rumpler C.I	R480
" C.IV	R481
Sopwith Camel	S226
Fokker D.VII	F227-229

Only one SE-5A was bought after interning. Many of the above mentioned interned aircraft were given a serial since they might be repairable. In fact, many were not flown in LVA service (or even repaired).

WRITTEN OFF

- 1918 HF19, C427, R418, R421, R419, AV404, AL2, L402, BE1 (all were bought partly after interning).
AEG403, R410 (impressed after interning).
- 1919 All remaining Farman HF-20 and HF-22.
R448, R461, R462, R465, R471, R???
SP26 (likely some more Trompenburg V.2).
- 1920 F255, F267, F513, F531, SP31, 32, 38, 41, 55, 62, 66, 67, 75, 80, 82.

Some discarded aircraft were converted to taxi trainers; since no w/o data is available, they are put into 1920.

The impressed aircraft were handed back (English) or stored (German). Aircraft deH433 was purchased by the Colonial Office for use in Holland to train N.E.I. pilots, it was w/o in 1925. With the introduction of the Fokker D.VII and C.I, nearly all aircraft acquired in 1917-18 were withdrawn or written off. Flying with Rumplers had been stopped late in 1919 because of troubles. The Nieuports were seldom used.

RE-SERIALING

Since Nieuport XI N213 (ex LA40) was used as a pattern aircraft, Trompenburg applied from NSP214 to their production aircraft. In 1918, these serials were changed to NSP230-249.

However, several NSP aircraft were never used and they were reserially only in chalk.

AIRCRAFT INTERNED BUT NOT BOUGHT

England tried to sell the interned DH-9's, but the Dutch considered these aircraft to be too old and unfit for service. The N.E.I. Army elected to purchase new DH-4's from the Aircraft Disposal Co. in 1919 and later. The interned British aircraft were collected at Schipol and handed back to England. Subsequently they were destroyed at Schipol.

The interned German aircraft were put in the care of the Allied Control Commission and stored. In 1925 they were sold as scrap; the profit being used to reimburse the Dutch. (Holland had many internees and much interned war material. The cost of housing, storage, and maintenance was to be paid by the country of origin. It was until the early thirties before all this had been settled.)

INVENTORY 1919-20

Late in 1919, all flights in the Rumplers was stopped. From that time until May 1929, the only planes available to the LVA were the Trompenburg V.2 trainers. In that month, deliveries of the Fokker D.VII and C.I started.

ARMAMENT

Only interned aircraft had full armament. The aircraft obtained from normal purchases (Fokker D.III, Rumpler C.VIII, Nieuport, Caudron) were usually unarmed. Rear armament was sometimes available.

TWIN-ENGINE TYPES

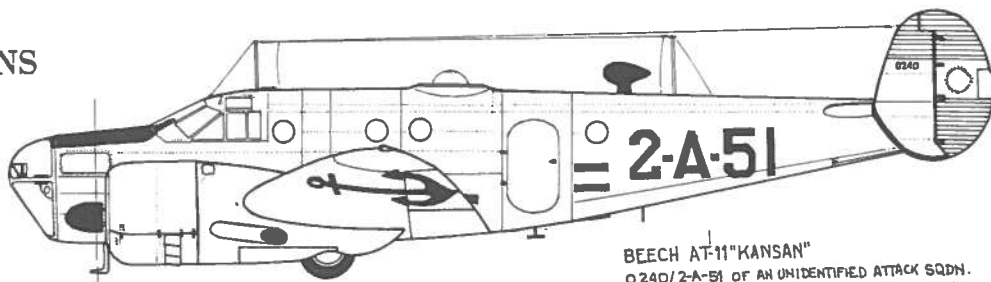
Of all the interned twin-engine types in Holland (Gotha G.IV, Friedrichshafen G.III, HP O/400), only the Gotha was repaired and test flown. Its one and only flight ended with a crash. The Vresburg bomber was built with the intention of having a bomber prototype ready for series production. By the time it first flew in 1919 it was no longer needed.

F. Gerdessen (SAFCH #12), Fijscheerderdstraat 12, 4204 ES Gorinchem, THE NETHERLANDS

ARGENTINE KANSANS

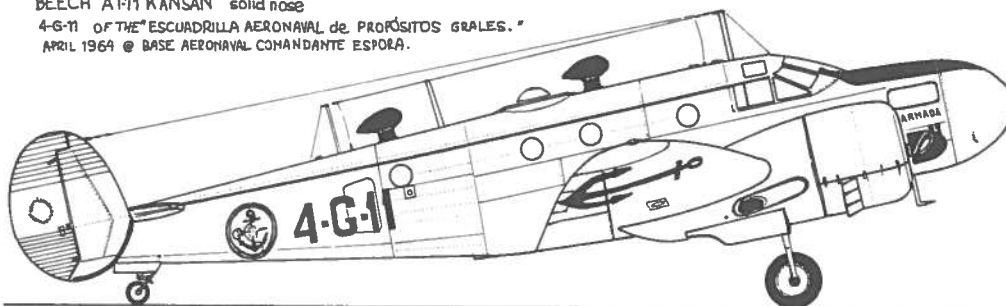


SQDN. BADGE OF "ESCUADRILLA AERONAVAL DE PROPÓSITOS GENERALES" (GENERAL PURPOSES SQDN)



BEECH AT-11 "KANSAN" solid nose
4-G-11 OF THE "ESCUADRILLA AERONAVAL DE PROPÓSITOS GENERALES."
APRIL 1964 @ BASE AERONAVAL COMANDANTE ESPORA.

BEECH AT-11 "KANSAN"
0240/2-A-51 OF AN UNIDENTIFIED ATTACK SQDN.
CIRCA 1951 @ BASE AERONAVAL COMANDANTE ESPORA.



DRAWINGS BY JORGE F. NÓRIZ PADIN - FEB 1983

MILITARY OTTERS

1. P-11 (c/n 447), FUERZA AEREA ARGENTINA. The Argentine Air Force obtained two otters in 1965 for use in Antarctica (the other was P-12 c/n 448). Originally based at El Palomar under 1 Brigade Aerea, they moved to Antarctica under Grupo Aero Antartico 1 at Benjiman Matienzo Air Base. P-12 was written off in 1966 and reduced to spares while P-11 was used until 1971, when it was donated to the Paraguayan Air Force in October of that year, where it was serialised T-05. It was damaged in 1981, but was possibly repaired and may still be flying.

Colour Scheme: Overall red with day-glo red panels on rear fuselage and fin, nose, wing tips and tail plane (not covering control surfaces). Matt black anti-glare and exhaust panels, propeller blades (with yellow tips), serial P-11, and caption DE HAVILLAND OTTER on cockpit door. Natural metal exhausts and prop hub. Light blue/white/light blue roundels (4 positions with 'P-11' on lower port and upper starboard wing) and fin flash with yellow sun.

2. A100-390 (c/n 390), #1 ATU, Royal Australian Air Force, 1967. The RAAF ordered two Otters (the other being 392) for use at the Weapons Research Establishment at Woomera, South Australia. These aircraft were received in February 1961 and were flown by No. 1 Air trials Unit (ATU) as the Range Air Taxi Service, or RATS as it was known, until #1 ATU was disbanded at the end of September 1967. They were then transferred to the Department of Supply and registered as VH-UPL (390) and -UPM (392) and still flew around Woomera until 1978 when they were put into storage and declared surplus in 1979. They were put up for sale and were sold in June 1980 to Bannock Aerospace Ltd. of Toronto and were flown back to Canada in November 1980.

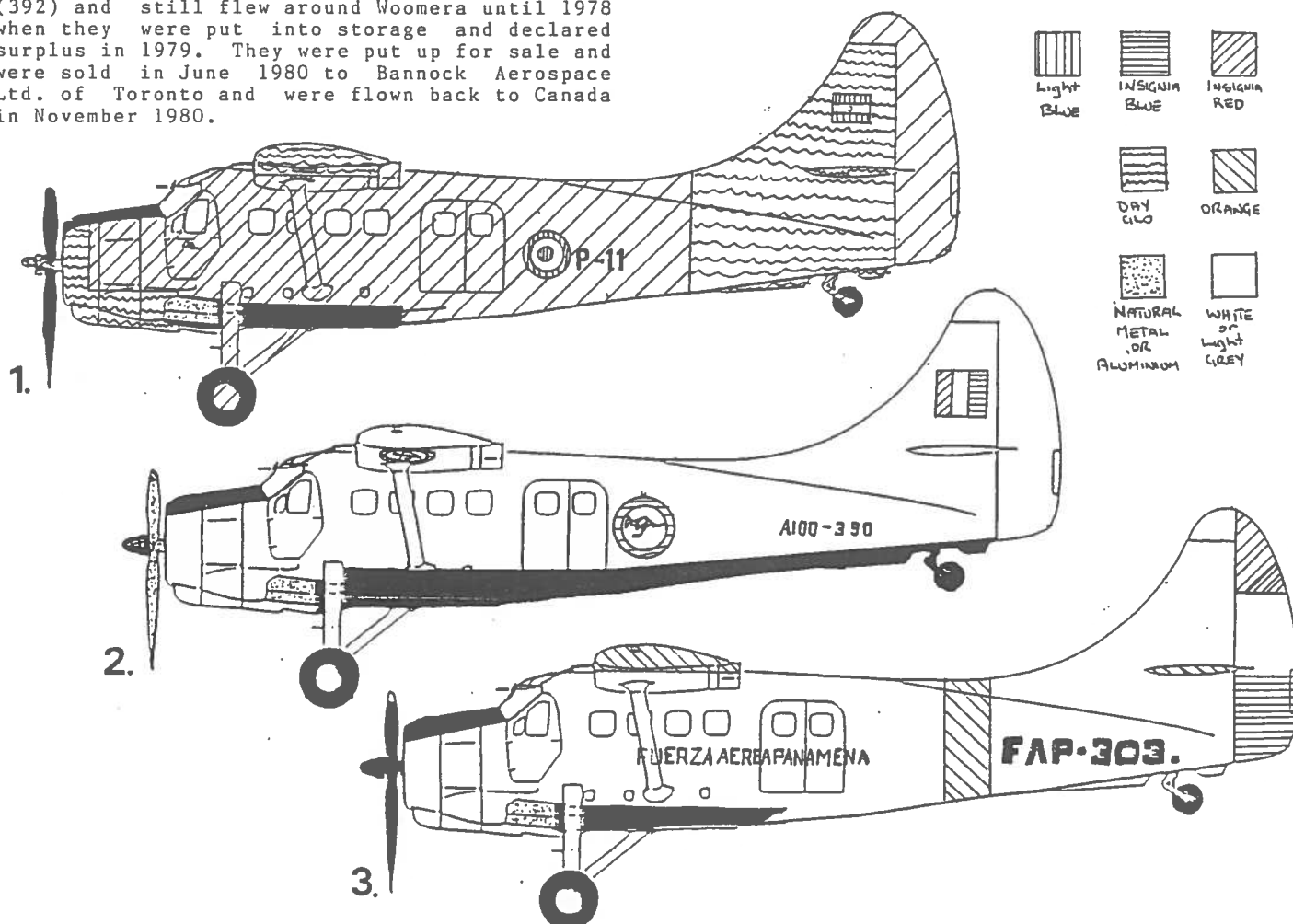
Color Scheme: White overall with black undersides aft of the exhausts. Matt black anti-glare panel, serials, and rear of prop blades. Aluminum prop blades (with orange tips) and hub. Natural metal exhausts. Standard RAAF insignia (6 positions). This is the late scheme, the early scheme didn't have the black undersides and had RAF roundels (i.e., without kangaroo).

3. FAP-303, FUERZA AEREA PANAMENA. The Panamanian Air Force received four Otters in 1942 and three more in 1974 under FIMP from the US Army. Of these seven, three went to the COSTA RICA GUARDIA CIVIL. The FAP serials were 301-305, but there is some doubt as to how many of the FAP aircraft actually flew. FAP-302, 303, and 304 were still active in 1978, but since then nothing is known. Also, it has been impossible to tie the FAP serials to US Army serials or construction numbers.

Colour Scheme: Light grey overall. Black titles, serials, prop blades (with yellow tips), and hubs. Matt black anti-glare panel. Orange fuselage band, wing and tail plane tips. Red/white/blue rudder stripes (no other national insignia visible in photo).

References: Hayes, DHC-3 OTTER, Irish Air Letter.

Mike Mirkovic (SAFCH #465), 39 Catalina St., St. Marys, NSW 2760, AUSTRALIA.



ARGENTINE TWIN-OTTERS

1. DHC-6-200, AE-259, c/n 140, EJERCITO ARGENTINO. The Argentine Army ordered three Twin Otters in 1960 and one in 1978. These were AE-257 (136), 258 (138), 263 (140), and 259 (594). AE-257/259 were 200 series and 263 was a 300 series. AE-259 crashed in 1975, but the scheme is common to all Tw'Otters flown by the 601 General Aviation Support Company of the Ejercito Argentino.

Colour Scheme: Overall olive drab with white fuselage top. Matt yellow titles, serials, and fuselage band (which doesn't go over the white section of the fuselage). Matt black props (with yellow tips) and radome. Light blue/white/light blue roundels (4 positions) and fin flash (with a yellow sun in the center).

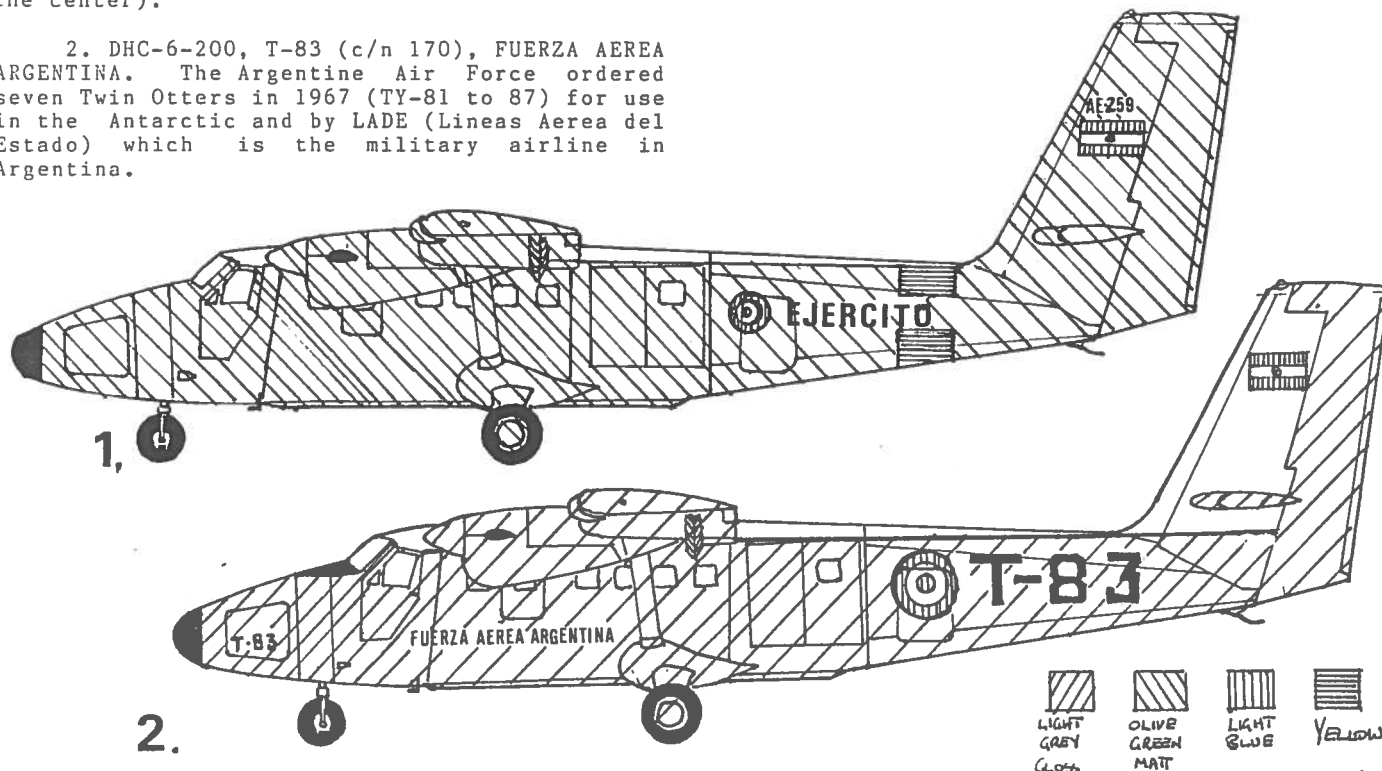
Colour Scheme: Light grey overall with white fuselage top and fin with black cheat line. Matt black anti-glare panel, radome, and prop blades (with yellow tips). Black serials and titling. The insignia is as above.

Modelling: The MATCHBOX 1/72-scale kit is the only one available and we're lucky that it is a good kit that builds into a nice looking miniature of the real thing.

Ref: Andrade, LATIN AMERICAN MILITARY AVIATION. Midland Counties Publications.

Mike Mirkovic (SAFCH #465), 39 Catalina St., St. Marys, NSW 2760, AUSTRALIA.

2. DHC-6-200, T-83 (c/n 170), FUERZA AEREA ARGENTINA. The Argentine Air Force ordered seven Twin Otters in 1967 (TY-81 to 87) for use in the Antarctic and by LADE (Lineas Aerea del Estado) which is the military airline in Argentina.



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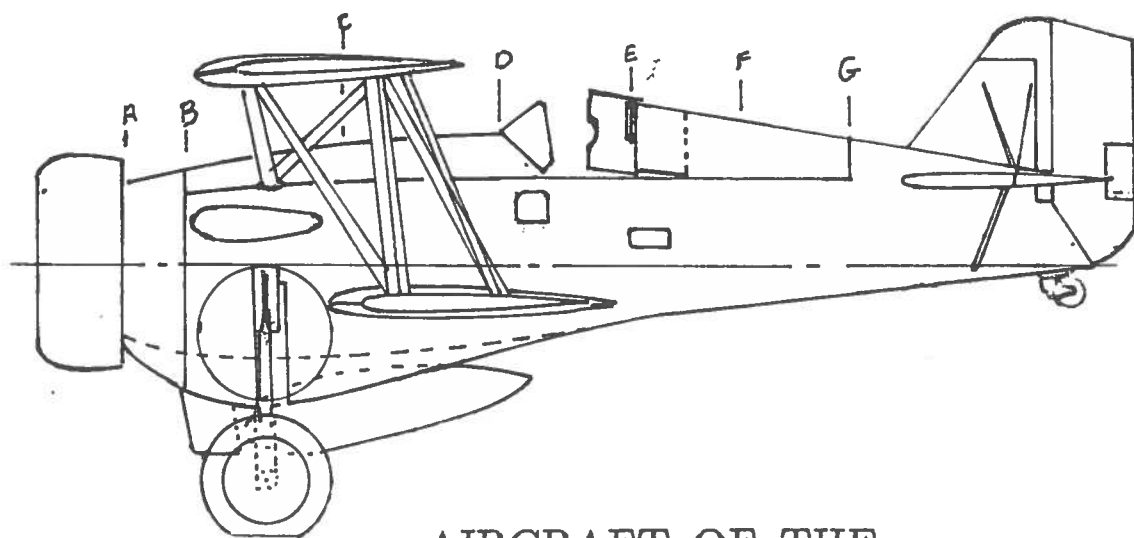
TSCHÉCHOSLOWAKISCHE FLUGZEUGE, Mau. Hardbound. 19 cm by 22 cm; 192 pages. Transpress, VEB Verlag für Verkehrswesen, Berlin, 1987.

Most books (and kits) arrive at the SAFO Sales Service in ones and twos and go out the same way, bought by a SAFO reader who will buy anything with "Poland" (or what have you) in the title. Occasionally, our friends in Eastern Europe will recognize a book of high quality that should sell well in the West. Then, I receive a pile of books that will, no matter how good, clutter up the office forever unless I can let the readers know about it. Examples of this are: "Letadla Československých Pilotů" by Sorel (still in stock) and "Samoloty Mysliwskie Wrzesnia 1939" by Cieslak, et al (out of stock). "Tschechoslowakische Flugzeuge von 1918 bis Heute" (to give its full title) is a book that I am sure that many readers will want when they know what is in it.

This book covers aircraft, both military and civilian, built in Czechoslovakia since 1918. It begins with a 48-page introduction

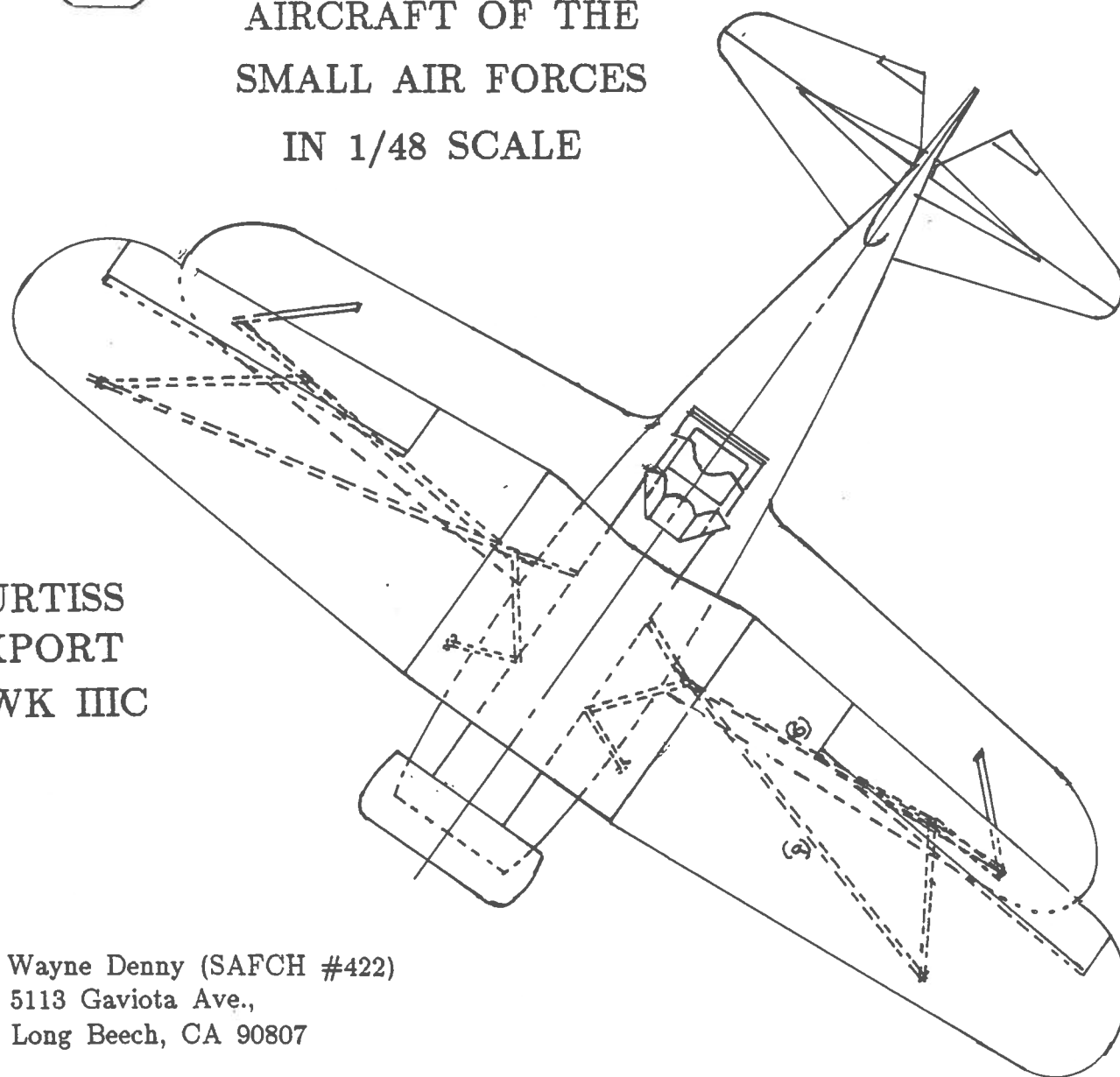
with text (German) and well-reproduced photos. This is followed by 16 pages of color side-view drawings that are well drawn and excellently reproduced in vivid colors. The next 9 pages is a list of aircraft designed in Czechoslovakia arranged by manufacture and type number. The bulk of the book (102 pages) describes 51 of these aircraft, each given one page of text, specifications, and photos, and a nicely executed full-page 3-view drawing. Appendices cover such topics as "Numbercode of Austro-Hungarian Aeroplane Manufacturers", "Summary of Aircraft of the Cz. Air force 1918 til 1986", "Cz. Civil Aircraft Markings", "Cz. Military Aircraft Markings", "Summary of License Built Aircraft by Cz. Aircraft Industry", and "Aircraft Operated by Cz. Air Force after World War II".

Transpress (in East Germany) has been producing a series of books of high technical quality and high interest value. "Tschechoslowakische Flugzeuge" is the most recent of this series and is a bargain at \$15.00 from the SAFCH Sales Service.

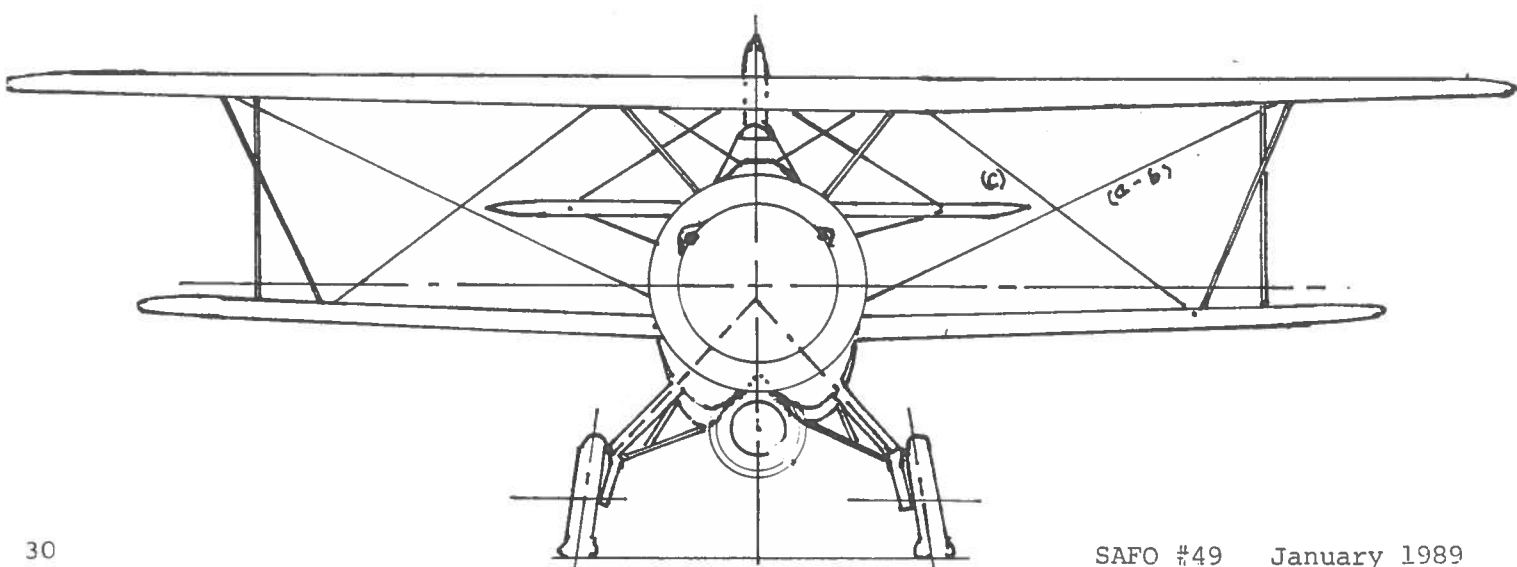
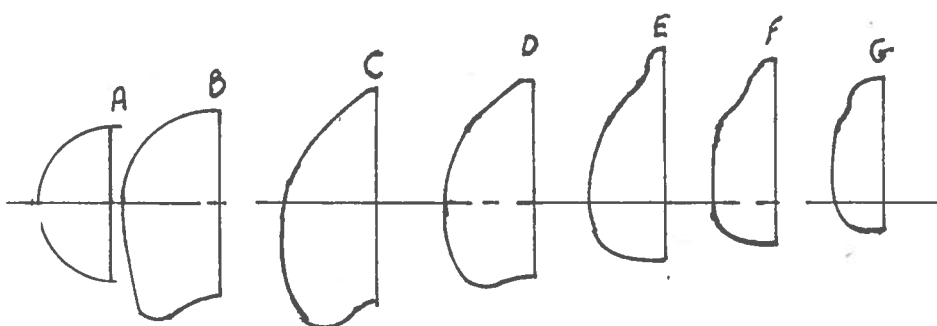
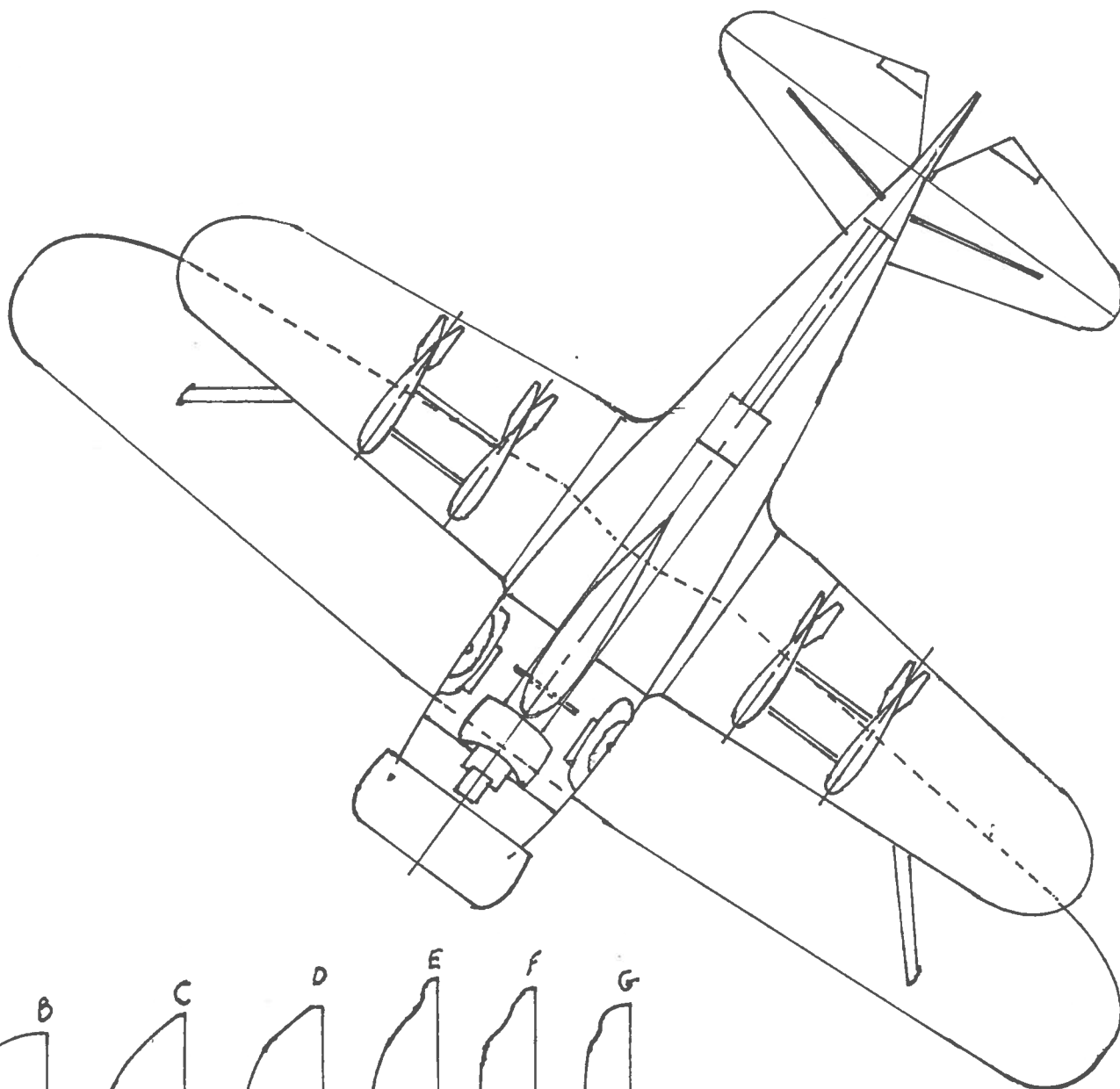


AIRCRAFT OF THE
SMALL AIR FORCES
IN 1/48 SCALE

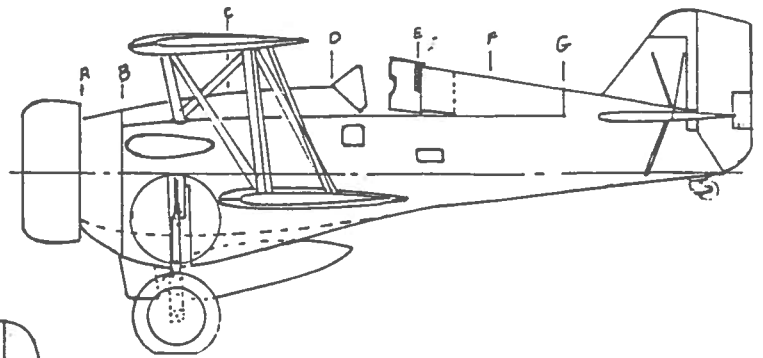
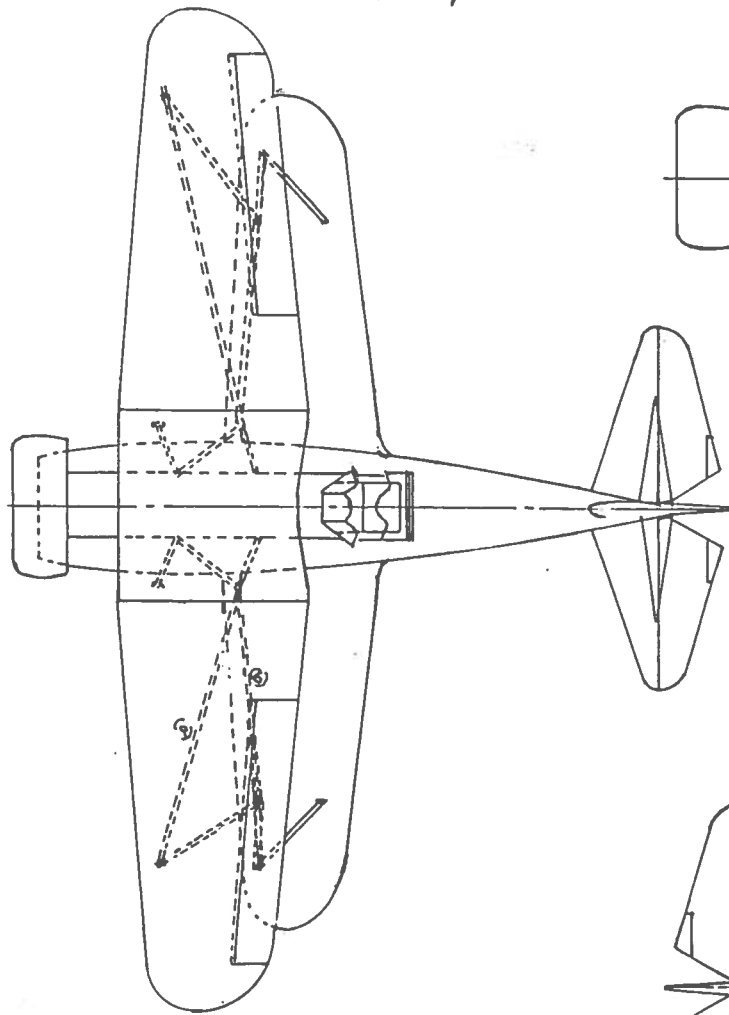
CURTISS
EXPORT
HAWK IIC



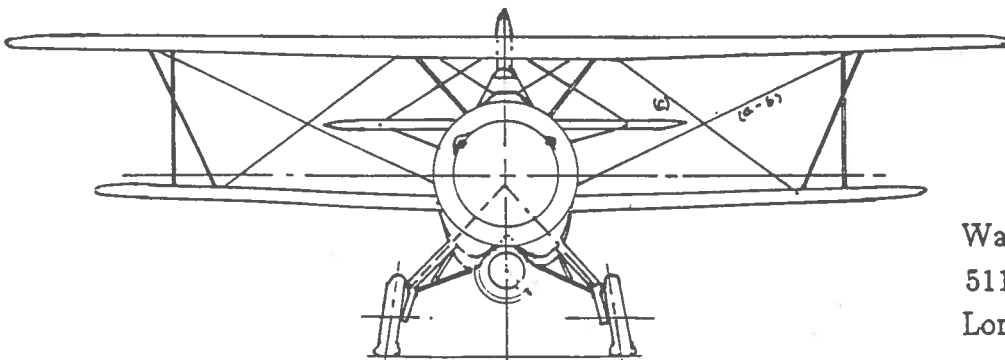
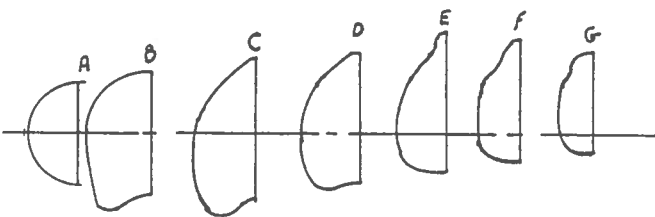
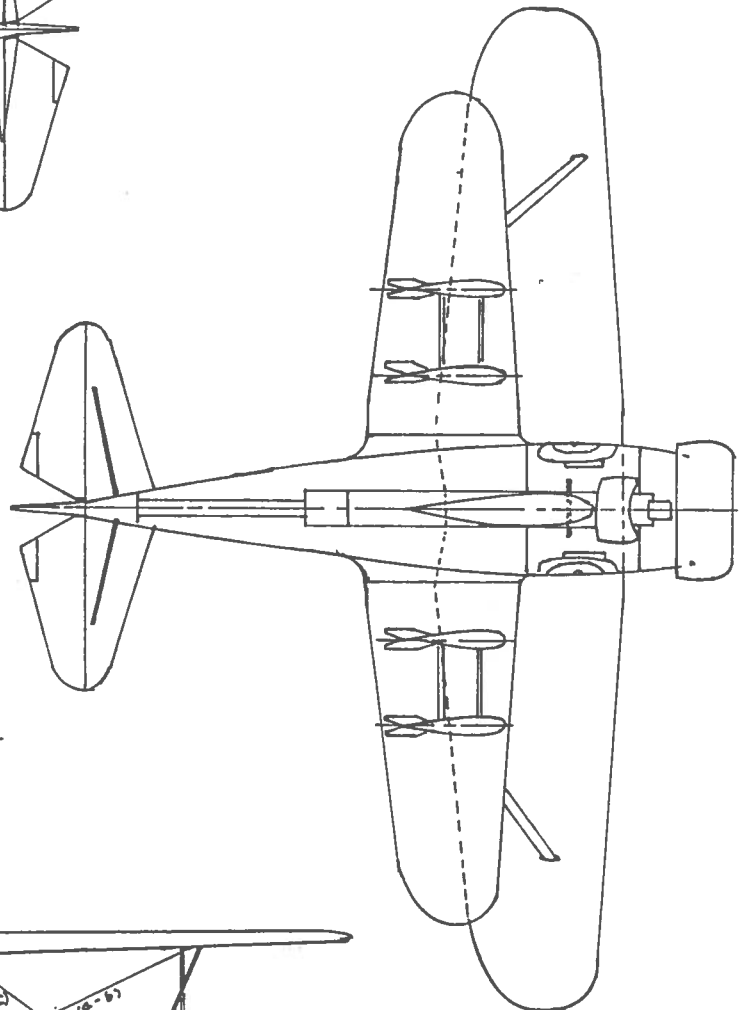
Wayne Denny (SAFCH #422)
5113 Gaviota Ave.,
Long Beach, CA 90807



AIRCRAFT OF THE
SMALL AIR FORCES
IN 1/72 SCALE

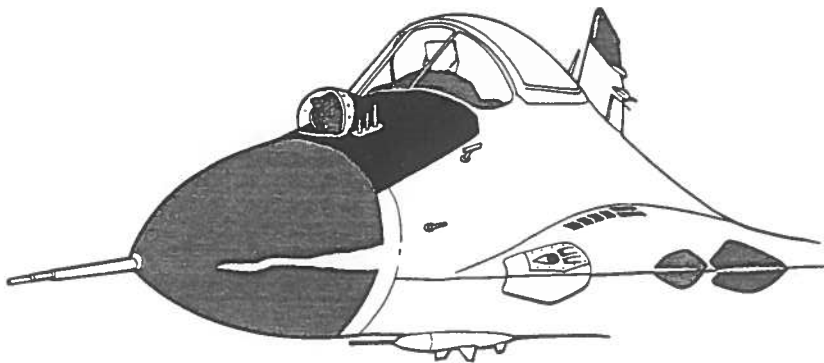


CURTISS EXPORT HAWK IIIC

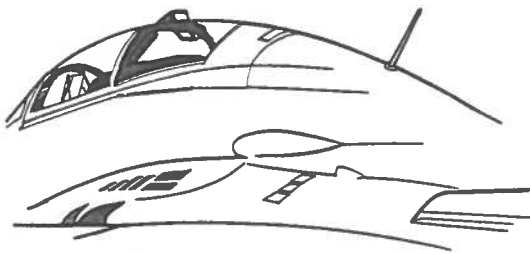
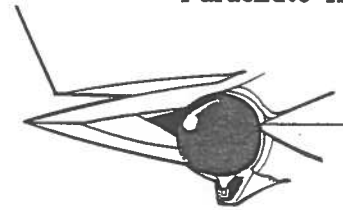


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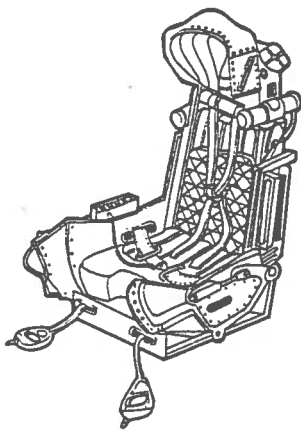
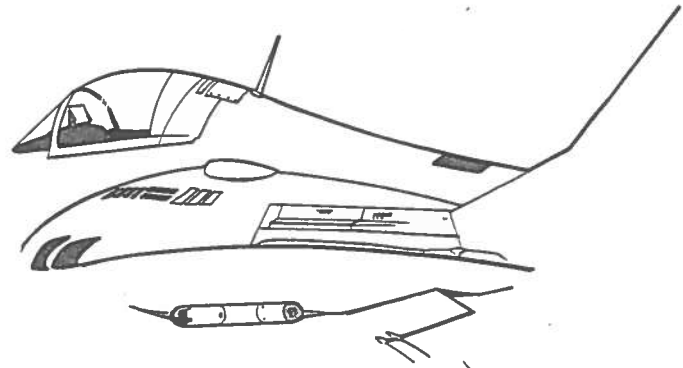
FOCUS ON THE FULCRUM



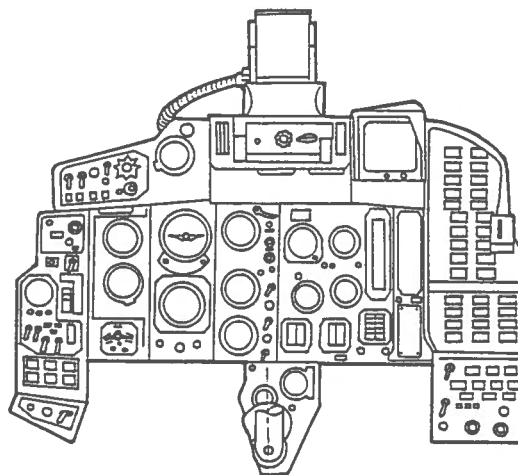
Parachute Housing



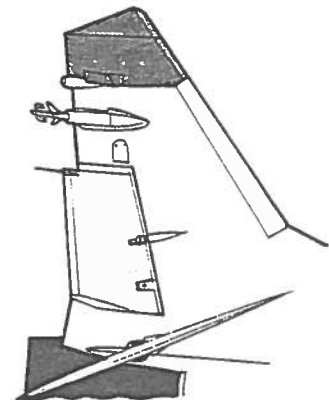
MiG-29 Twin Seater



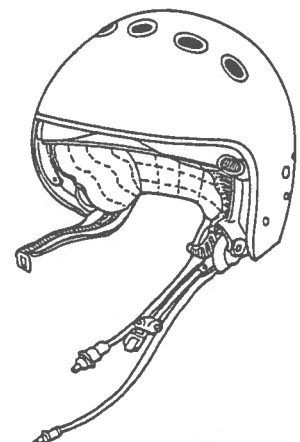
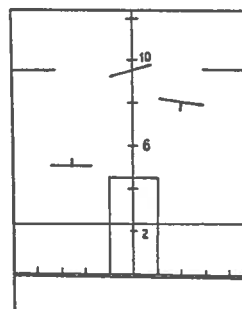
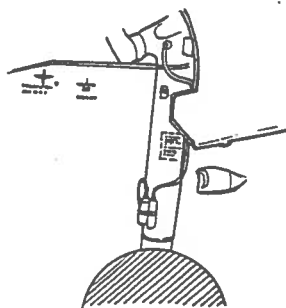
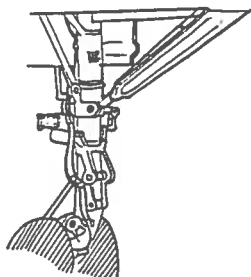
Nose Gear



Main gear



HUD



D. Y. Louie (SAFCH #544) See letter on page 3.